

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE 6D.

constant friction is kept up—admitted to be the most useful, economical, and best preservation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Grosvenor-street, Wellington-street, Blackfriars-road, London.

ORIGINAL TRAFFIC ESTIMATES AND PRESENT TRAFFIC RETURNS.—The establishment of a railway in any district creates a traffic which, under the old system of communication was never thought of. The promoters of the London and Brighton line, when before Parliament, estimated the number of passengers likely to pass over their line at 4500 per week. The average weekly return of the number of passengers on the Brighton line is upwards of 80,000! In the case of the South Eastern Company the original estimates of the promoters when the line was before Parliament, were, for passengers, 6000 per week. The present average is upwards of 92,000 per week, or nearly four times the original estimate. The Great Western Railway Company proved a passenger traffic to the extent of 8000 per week. The present returns show an average of 45,000 passengers per week.—*Birmingham Advertiser.*

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.

36, CORNHILL, LONDON.
Capital £500,000.—Empowered by Act of Parliament.
This institution embraces important and substantial advantages with respect to Life Assurances and Deferred Annuities. The assured has, on all occasions, the power to borrow, without expense or forfeiture of the policy, two-thirds of the premiums paid (see table); also the option of selecting benefits, and the conversion of his interests to meet other conveniences or necessities.

Assurances for terms of years are granted on the lowest possible rates.
DIVISION OF PROFITS.
The remarkable success and increasing prosperity of the society has enabled the directors, at the last annual investigation, to declare a fourth bonus, varying from 35 to 85 per cent. on the premiums paid on each policy effected on the profit scale.

EXAMPLES.							
Age	Sum.	Prem.	Year.	Bonus added.	Bonus in Cash.	Permanent reduction of Premium.	Assured may Borrow.
60	£1000	£0 3 4	1837	£217 15 1	£109 0 11	£16 0 4	£445 0 0
			1838	192 3 0	87 1 4	13 10 2	386 11 1
			1839	165 11 10	74 1 9	11 3 1	346 7 2
			1840	116 7 6	64 10 10	7 18 10	296 12 4
			1841	111 6 8	49 10 0	7 10 4	247 4 5

The division of profits is annual, and the next will be made in December of the present year.
F. FERGUSON CAMROUX, Secretary.

COPY OF A LETTER FROM "COLONEL HAWKER" (the well-known author on "GUNS AND SHOOTING")
Longparish House, near Whitechurch, Hants, Oct. 21, 1846.
SIR,—I cannot resist informing you of the extraordinary effect that I have experienced by taking only a few of your LOZENGES. I had a cough, for several weeks, that defied all that had been prescribed for me; and yet I got completely rid of it by taking about half a small box of your Lozenges, which I find are the only ones that relieve the cough without deranging the stomach or digestive organs.—I am, Sir, your humble servant,
To Mr. Keating, &c., 79, St. Paul's Churchyard.
P. HAWKER.

KEATING'S COUGH LOZENGES are PATRONISED also by His Majesty the King of Prussia, His Majesty the King of Hanover, and most of the Nobility and Clergy of the United Kingdom, and are especially recommended by the Faculty.

RECENT TESTIMONIAL.
DEAR SIR,—Having been, for a considerable time during the winter, afflicted with a violent cough, particularly at lying down in bed, which continued for several hours incessantly, and after trying many medicines without the slightest effect, I was induced to try your Lozenges; and, by taking about half a box of them, in less than 24 hours, the cough entirely left me, and I have been perfectly free from it ever since.
S. CLARKE, Esq., Penzance, I am, dear Sir, yours, very respectfully,
Feb. 17, 1845. JAMES ELLIS.

Mr. KEATING. (Late proprietor of the Chapter Coffee-house, St. Paul's)
Prepared and sold in boxes, 1s. 1d., and tins, 2s. 6d., 4s. 6d., and 10s. 6d. each, by T. Keating, chemist, &c., No. 79, St. Paul's Churchyard; London; and retail by all druggists and patent medicine vendors in the kingdom.

N.B.—To prevent spurious imitations please to observe that the words "KEATING'S COUGH LOZENGES" are engraved on the Government stamp of each box.
NOTICE.—These Lozenges contain no opium, or any preparation of that drug.

NO BREWING UTENSILS REQUIRED.
PATENT CONCENTRATED MALT AND HOP EXTRACT enables PRIVATE INDIVIDUALS TO MAKE FINE HOME-BREWED ALE, WITHOUT EMPLOYING ANY BREWING UTENSILS.—It has only to be dissolved in hot-water and fermented.—Sold, in jars, for medicinal and other purposes, at 1s. and 1s. 6d.; and in bottles for brewing 9 to 18 gallons and upwards of ale, at 6s. 6d. and 12s. 6d. each, by the

BRITISH NATIONAL MALT EXTRACT COMPANY.
7, NICHOLAS-LANE, LOMBARD-STREET; Peaky, Wood, and Co., 53, Threadneedle-street; Wix and Sons, 23, Leadenhall-street; Batty and Co., 15, Finsbury-pavement; De Castro and Pasch, 65, Piccadilly; Hockin and Co., 38, Duke-street, Manchester-square; and oil-men and grocers generally.
Also, just published, and may be had gratis,

NATIONAL BREWING: A GUIDE TO THE USE OF CONCENTRATED MALT AND HOP EXTRACT, FOR BREWING AND WINE MAKING; to which is added, MEDICAL OPINIONS relative to the virtues of malt and hops.

The Nineteenth Edition, price 2s. 6d.; free by post, 3s. 6d.

THE SILENT FRIEND: a medical work, on the concealed cause of constitutional or acquired debility, loss of muscular energy, and derangement of the generative system, nervous debility, constitutional weakness, excessive indulgence, &c.; with Observations on Marriage, &c. By R. and L. PERRY, M.D., surgeons, London. Published by the authors, and sold at their residence; also by Strange, 31, Paternoster-row; Hanney and Co., 63, Oxford-street; Noble, 109, Chancery-lane; Gosselin, 146, Leadenhall-street; Purkiss, Compton-street, Soho, London.
Part I. of this work is addressed to those who are prevented from forming a matrimonial alliance, and will be found an available introduction to the means of perfect and secret restoration to manhood.—Part II. treats upon those forms of diseases, either in their primary or secondary state, arising from infection—showing how numbers neglect to obtain competent medical aid, until upon themselves years of misery and suffering.

THE CONCENTRATED DETENSIVE ESSENCE.—An anti-syphilitic remedy for searching out and purifying the blood from venereal contamination, scurvy, blotches on the face, and body, ulcerations, and those painful affections arising from improper treatment, or the effects of mercury, or secondary symptoms. Price 11s. and 33s. per bottle; also 25 cases.

PERRY'S PURIFYING SPECIFIC PILLS are perfectly free from mercury, calomel, and other deleterious drugs, and may be taken with safety without interference with or loss of time from business, and may be relied upon in every instance. Sold in boxes, at 2s. 6d., 4s. 6d., and 11s. each, by all medicine vendors—of whom may be had the *Silent Friend*.—Messrs. R. and L. Perry and Co. may be consulted at No. 19, Berners-street, Oxford-street, London, daily.

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SELF-PRESERVATION: A Medical Treatise, on Marriage, and on the Secret Infirmitates and Disorders of Youth and Maturity. Illustrated with 25 coloured plates on the anatomy, physiology, and diseases of the urinary and reproductive organs, explaining their various structures, uses, and functions, and the injuries that are produced in them, by solitary habits and other excesses. With practical observations on the treatment of nervous debility, local and constitutional weakness, syphilis, stricture, and other diseases of the urethra. By SAMUEL LAURENT, consulting surgeon, 5, Bedford-street, Bedford-square, London. Matriculated Member of the University of Edinburgh. Honorary Member of the London Hospital Medical Society, Licentiate of Apothecaries Hall, London, &c.

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"The author of this singular and talented work is a legally qualified medical man, who has evidently had considerable experience in the treatment of the various disorders, arising from the follies and frailties of early indiscretion. The engravings are an invaluable addition, by demonstrating the consequences of excesses, which must act as a salutary warning to youth and maturity, and by its personal, many questions may be satisfactorily replied to, that admit of no appeal, even to the most confidential friend."—*Era*.

Published by the author; and may be had at his residence; also from S. Gilbert, 52, Paternoster-row; Hanney and Co., 63, Oxford-street; Starke, 23, Tichborne-street, Quadrant; Gordon, 146, Leadenhall-street, London; Newton, 16, Church-street, Liverpool; and all booksellers.
At home for consultation daily, from nine till two, and from five till eight; and all letters, immediately replied to, if containing the fee of £1, for advice, &c.—5, Bedford-street, Bedford-square, London.

ON NERVOUS DEBILITY & GENERATIVE DISEASES.

—Just published, the Thirtieth Thousand, an improved edition, revised and corrected, 120 pages, price 3s., in a sealed envelope, or forwarded, post-paid, to any address, secure from observation, for 3s. 6d., in postage stamps, illustrated with numerous anatomical coloured engravings. "MANHOOD: the Causes of its Premature Decline, with Plain Directions for its Perfect Restoration." A medical essay on those diseases of the generative organs, emanating from solitary and sedentary habits, indiscriminate excesses, the effects of climate, and infection, &c., addressed to the sufferer in Youth, Manhood, and Old Age; with practical remarks on marriage—the treatment and cure of nervous and mental debility, impotency, syphilis, and other urino-genital diseases, by which even the most shattered constitution may be restored, and reach the full period of life allotted to man. The whole illustrated with numerous anatomical engravings on steel, in colour, explaining the various functions, secretions, and structures of the reproductive organs in health and disease; with instructions for private correspondence, cases, &c.

By J. L. CURTIS, M.D., Consulting Surgeon, 7, Fifth-street, Soho-square, London.
REVIEWS OF THE WORK.—"Manhood: a medical work. To the gay and thoughtless we trust this little work will serve as a beacon to warn them of the danger attendant upon the too rash indulgence of their passions, whilst to some it may serve as a monitor in the hour of temptation, and to the afflicted as a sure guide to health."—*Chronicle*.—"We feel no hesitation in saying, that there is no member of society by whom the book will not be found useful—whether such person hold the relation of a parent, a preceptor, or a clergyman."—*Sun, Evening Paper*.—"Curtis on Manhood should be in the hands of youth and old age. It is a medical publication, ably written, and develops the treatment of a class of painful maladies which has too long been the prey of the illiterate and the designing."—*United Service Gazette*.

Published by the authors, and may be had at their residence; sold also by Strange, 31, Paternoster-row; Hanney, 63, Oxford-street; Mann, 30, Cornhill, London; Sowter, 4, St. Ann's-square, Manchester; Philip, South Castle-street, Liverpool; Campbell, 146, Argyle-street, Glasgow; Robinson, 11, Greenock-street, Edinburgh; and, in a sealed envelope, by all booksellers.—Messrs. Curtis and Co. are to be consulted daily at their residence, No. 7, Fifth-street, Soho-square, London; and patients can have this work privately forwarded them, by letter or otherwise, to any part of the United Kingdom, direct from the authors' residence; or from any of the above agents, on remitting 3s. 6d. in postage stamps.

LITERARY NOTICES.

A Review of Railways and Railway Legislation at Home and Abroad. By S. SHARPE, JUN. London: William Pickering.

This is a pamphlet extending over 103 pages, in which the writer takes a most comprehensive view of the present position of our numerous railway companies in Great Britain, as well as on the continent of Europe and America: a comparison is more particularly made between English and continental lines, as to accommodation and terms; and while the former is by far superior on the part of the English, the latter is much on the side of foreign railways. The following statistical information will show the enormous strides that railways have made in the past few years, and the great importance which exists, that they should not be subject to crude, uncertain, and hasty legislation. In 1845, there were complete in Great Britain, 2310 miles of railway; since then a considerable increase has taken place, and there is now near 8000 miles. At the end of last session, 10,300 miles had been sanctioned—7200 of which are in England and Wales, giving an average of one mile to every 2400 inhabitants, and every eight square miles of surface. With nine exceptions, every English county town has now direct railway communication with the metropolis; these are Lancaster, Warrington, Manchester, Salisbury, Huntingdon, Buckingham, Oakham, Shrewsbury, and Monmouth: 330 trains run to or from the metropolis daily; and the capital employed in railways will shortly exceed the unparalleled sum of 800,000,000 sterling. In taking a view of Belgian lines, in comparison with English, the author shows that the adoption of low fares on the continent is an absolute necessity, from the comparative poverty of the inhabitants; even an engine driver in Belgium receives only one-half the English wages, and workmen generally from half to two-thirds; they are lowest in Belgium, rather higher in Prussia, and highest in France. Travelling, also, is quite different; very travel by first or even second-class trains, but content themselves with the third—the first-class forming 17 per cent., and the third 80 per cent. The cost of the Belgian lines have averaged 17,000l. per mile, which is only two-fifths of the English. In a comparison of accommodation, the author gives a dismal picture of the Belgian lines—the want of covered stations, the crowding of the trains, the few hands employed for stowing luggage, and other inconveniences, form a strong contrast with English lines. Having taken a review of French, Prussian, and American railways, he turns to canals, showing the enormous dividends which were formerly paid upon them; and, as a few specimens, he selects the following:—Coventry Canal, 32 per cent. per annum dividend; Oxford, 34 per cent.; Stafford and Worcester, 34 per cent.; Trent and Mersey, 37½ per cent.; Erewash, 47 per cent.; Loughborough, 124 per cent.; and, on turning to a canal share list of the present day, dividends from 20l. to 34l. per cent. are still to be found. The writer then proceeds to consider the improvements which have taken place through railways, the discouragement to their progress by Standing Orders of Parliament and legislative enactments, and the principles which should guide Parliament in their decisions, revisions, &c. The pamphlet, taken as a whole, is a perfect review of the present position of our railways and the laws by which they are governed, and presents a collection of facts and figures seldom brought within the compass of a pamphlet.

A Popular Atlas of the World: consisting of Detailed Maps of the Different Parts of the Globe, illustrated by Geographical and Statistical Descriptions. By J. WYLD, Geographer to the Queen and Prince Albert. London: James Wyld, and Simpkin and Marshall.

Mr. Wyld, of Charing Cross East, with the usual spirit which characterises his numerous works, has just published the first number of this work, which, for the price, in proportion to its size and contents, is a most extraordinary production. The number under notice opens with a graphic description of the islands of Great Britain and Ireland, their geology, mineralogy, meteorology, their flora, zoology, &c., with a brief history from the ancient inhabitants to the present, the laws, religion, &c.; this is followed by a description of the general division of Europe, with the size, population, sea-ports, exports, imports, &c., and two maps, one of the British isles, the other of Europe, showing its political boundaries and physical features. It will be completed in 24 monthly numbers, each containing two maps and descriptive letter-press; and, judging from the present number, when completed and bound, will present a series of maps, as correct in delineation, and beautifully finished in detail, as many which have been published singly, at five or six times the price of each number. It may be considered the cheapest geographical work which ever issued from the press, and a very extensive sale must be made to pay the first outlay. The established character of the compiler is a guarantee for the similar excellence of future numbers, and the price brings it within the reach of every mechanic—while the paper, type, and maps, entitle it to a place in every drawing-room and library.

The Mutual Life Assurance Society's Almanac for 1847.

This is a neat little volume, which, in addition to the usual tables and information of an almanac (got up in clear type and on good paper), is remarkable for an excellent Essay on Life Assurance, by P. HARDY, Esq., the actuary, showing its importance, its nature and application, differences which exist in the plans of different societies, with the rise and progress of the Mutual Society. The whole forms a useful little book, and is printed for gratuitous circulation. We consider Mr. HARDY'S paper so interesting, as to commence its publication in the Journal, and which will be continued until complete.

ON THE IMPORTANCE OF LIFE ASSURANCE.

Extracted from AN ESSAY ON LIFE ASSURANCE, in the "Mutual Life Assurance Society's Almanac, for 1847." By PETER HARDY, Esq., F.R.S.

It is the duty of every individual who has been placed by Providence in the responsible position of husband, father, or guardian, to provide for those helpless beings whose dependence upon himself he acknowledges; and to ascertain that at all events a portion of such provision, as he is enabled to afford them during his life, will be continued to, or provided for them in the event of his untimely or sudden death. Before the existence of the practice of life assurance, to save from our income a sufficient provision for our children, would have been the work of time, prudence and resolution. To lay by, year by year, little by little, and to see the earnings of youth and manhood growing in old age into important sums, is doubtless a pleasure and a satisfaction; but it is, at the same time, it must be admitted, a pleasure indulged in at every hazard. A steady resolution must be, indeed, which, under all circumstances, and in every moment of temptation to expenditure, could resist the temptation to squander. Besides which, the plan itself is defective in those very cases where it is most desirable that it should afford relief. An early death, before the savings of the husband or father have amounted to a patrimony for his children, is the dreaded contingency which it is so important and desirable to provide against. Life assurance is the only certain remedy for this evil; the only effectual protection for wives and children against poverty and distress. How many of the appeals which are daily made to the generosity of strangers on the behalf of widows and orphans left destitute by the sudden removal of a husband or parent, might have been avoided, had the improvident father had recourse to an insurance in early life? How much of the bitterness of poverty and humiliation might have been spared to those he loved by a precaution upon his part so prudent, so easy, and so obvious. When we consider how very trifling a sum spared from the ordinary expenses, nay, perhaps from the superfluities of a family, would serve to procure the desired provision; and when we think how much peace of mind and security may be purchased by the annual expenditure of a few pounds; it is a matter of both astonishment and blame that every father and head of a family does not feel compelled, as a social, a religious, and a moral duty, which he owes as much to society as to himself, to effect at once, in the spring-time of his life, an assurance, corresponding to his existing means, in one of the many institutions with which Great Britain abounds. It is, indeed, difficult to imagine a person so blind to his own interest, so careless of his own independence, so callous to the calls of affection and humanity, as to leave his offspring to the cold charity of strangers, and to the horrors of poverty and neglect, when this simple and obvious means of relief is placed within his reach. It was pointed out by the directors of the Mutual Society, in one of their annual reports, some time since, how very few of the enormous population of this empire had hitherto availed themselves of the advantages of life assurance. Many must, consequently, remain in ignorance of the scheme of life assurance, of its many advantages, and of the nature if not of the very existence of institutions formed expressly to assist the frugal in the beautiful scheme of providing against the wants and necessities of their children.

It is a duty peculiarly the province of our clergymen, to administer not only spiritual consolation, but social and moral advice to their humble parishioners on points of economy and morality, in the most important situations of life; nor do we know one single act of frugality and moral virtue, which contains in itself the seed of so much utility, as the act of economy, when properly directed, to the provision of a helpless family. We can, indeed, only ascribe the apathy, which has hitherto restrained the wider extension of the scheme of life assurance, to an ignorance which it becomes the duty of all who are informed, to remove. We may ignoreance advisedly; for it is scarcely possible to imagine a reasonable being, living on from year to year, with a wish if not an intention to assure, and with a knowledge of the unprotected state in which his family would be left by his sudden death, and yet, at the same time, aware of the existence of a society, by a trifling subscription to which he could at once allay his fears of future poverty, and realise for himself, in the hour of his death, peace of mind and comparative happiness; and for them the savings of a long life. The foregoing observations are as applicable to the class which is commonly called poor, as to the middle and upper ranks of life. The door of life assurance is open as well to the labourer and the artisan, as it is to the wealthier employers. We hear daily of instances of individuals having died, who have been reputed wealthy, when they have left behind them a few thousand pounds, the produce, possibly, of a long and anxious life of toil. The widows and children of such men are envied, and the father, as he looks around his table, sighs when he reflects on the time which must necessarily elapse before he is enabled to amass so large a sum; forgetting that the system of life assurance affords him the means by which he may readily and cheaply obtain the power of bequeathing, if not actually amassing, even a much larger sum. As an example, showing the truth of this last observation, will not be misplaced here. A young man at the age of 25 might, by the annual payment of about 22l., secure (in any respectable office) to his family, in the event of his death, the sum of at least 1000l. This is, in itself, no inconsiderable patrimony; and a larger annual outlay will of course secure a larger return.

After all, what is the sum of 22l. a-year, deducted even from a moderate income, especially when for so laudable a purpose, and in such a case. Little more, in point of fact, than a weekly expenditure of 6s. Many a tradesman in the middle ranks, or even an artisan, could well spare so small a sum from his weekly earnings, and that too, by perhaps merely denying himself a few luxuries, or by lessening a few superfluities. But without the intervention of the scheme of life assurance, how many years must necessarily elapse before he would be enabled, even by saving annually that sum, to amass so desirable a patrimony for his family at 1000l. A number of other instances might be adduced in support of these assertions; but we are fully satisfied that, upon calm reflection on the importance of the duty here recommended, no person will be found willing or able to dispute either the prudence, justice, or necessity of these remarks. In the next chapter we shall endeavour to point out the nature of the contract of life assurance, and a few of the most popular and valuable applications of the scheme.

[To be continued in next week's Mining Journal.]

ACCIDENTS.

Another Dreadful Colliery Accident.—An awful explosion of carburetted hydrogen, attended with the loss of nearly 80 lives, took place on Friday, the 6th inst., at the Great Ardley Main Colliery, near Barnsley. About three o'clock, several persons near the mouth of the pit were alarmed by a terrific explosion from the shaft, which was followed by an eruption of smoke, timber, coal, stone, &c., resembling the eruption of a volcano. Two or three of the men were removing the corves from the pit mouth at the time. We understand that there had been no previous indications of danger up to the very moment of the explosion. The pit was considered to be in an ordinary state of safety, with the exception of one bank, on the west side of a broadgate, which was between an upper and lower seam, and about 17 ft. in length. The men were instructed to use great caution in passing that part of the pit with lights. The parties who were in the immediate neighbourhood of this place have perished. None remain to give an account of the origin of the accident, which is believed to have been at this spot. The explosion was of so violent a character, that it blew up the landing at the mouth of the pit, and shot up stones, &c., to the height of 80 or 40 yards. Immediately after the explosion, Mr. George Wilson, one of the managing proprietors, with several men, went down into the pit, to ascertain the state of the case, and to render the sufferers such aid as might be within human reach. Unhappily, the time of the explosion was when the full force of men and boys, to the number of about 100, were working in the pit. Mr. Wilson was accompanied by George Armitage, the underground steward; Joseph Littlewood, foreman; and several men. In descending the pit, they heard groans and cries of distress from the sufferers in all directions; and, on reaching the bottom, some of the men who had gathered round the shaft, assailed them with exclamations of gratitude. Several of the men still living were found to be severely wounded by the concussions they had sustained during the explosion. Others were in a state of insensibility; 23 were drawn out of the pit alive in a short period; and, about an hour afterwards, three others. The melancholy search was continued, and, before 12 at night, 41 others were taken out dead. Being convinced that all who had not then been found must be dead, and the state of the pit being such as to render it very unsafe to continue the search, Mr. Wilson and his assistants reascended the shaft. Measures were then taken for ventilating the pit; but this was rendered difficult by the fact that the explosion had broken down the separating wall between the downcast and the upcast shafts. The pit is the property of Messrs. Frith, Barber, and Co., and has been worked four or five years: it is 282 yards deep. The explosion has created the most fearful excitement in the neighbourhood; and an opinion is very generally expressed among the working classes, that Government ought to institute a most rigid inquiry into the cause of the deplorable casualty; 41 men and boys had been got out dead up to Sunday night, when 30 or 40 remained, all but three of which have been since recovered. The inquest was held on Monday last, when the bodies having been viewed by the jury, and identified, the inquest was proceeded with at three o'clock, at the Court-house, Barnsley.—Mr. Marshall attended for the friends of the deceased persons, and Mr. Mence for the proprietors of the colliery.—The Coroner briefly addressed the jury, and said he wished to call their attention to a few points in the inquiry, which, in his opinion, would most require their particular notice. The first was as to whether the pit was in a proper working condition, properly ventilated, and that every requisite precaution had been taken to ensure the safety of the workmen employed in it; secondly, the cause of the accumulation of foul air, and of the explosion; and, thirdly, if any and what person was culpable, and to what extent blameable for the calamity which had happened. He solicited their serious attention to the evidence which would be given, not only for the purpose of arriving at a proper conclusion on the case then before them, but also that their investigation might operate beneficially in preventing the occurrence of the like accident to so deplorable a nature.—The first witness called was Joseph Northrop, the bankman, and attends to the corves as they go up and down; he saw the pit about 3 o'clock in the afternoon, when the explosion took place, and he saw several dead bodies taken out. There was some scaffolding let down the air shaft, a month or five weeks since, and was there still, for men to stand upon, and do the necessary repairs; there were two men on it at the time of the explosion, one of whom was killed—knew nothing of the bottom working—attended only to the top. Shuttleworth, the foreman, was next called, and was cautioned by the Coroner, that he and others employed as managers need not give any evidence which would criminate themselves; he, however, wished to be examined, and was so at considerable length; his duties were to go down every morning, about 3 o'clock, and see that every part of the pit was in working order, there is then only one man in the pit, who attends the cupola fire, which is about 15 yards from the air shaft; he tests every man's working place, and if unsafe he places a shovel across, which is the signal that the safety lamp must be used; if no shovel is placed across, the naked candle may be used. He applied the usual test candle on the morning of the explosion, and found no foul air in any of the workings; he found some in the old workings where the men were not employed—the seam of coal is 8 ft. 3 in.; he then fully described the method of working, propping the roof as they proceeded, &c., and said that foul air accumulated in the old workings most, in consequence of the falling of the roof, and sometimes the falls are so great as to force out the foul air into the workings. He further described the scaffolding in the air shaft as leaving only 2 ft. space for the current of air, and that the ropes might have been down when the men were out of the pit, and then the scaffold draws up. It being now 9 o'clock, the inquest was adjourned to Tuesday, the 16th inst., and, as the jury were leaving, they were informed that four more bodies had been taken out of the pit, three of which, turned out to be a father and his two sons. The bodies of three men are still known to be in the pit, and from the immense quantity of the works and roof having been blown down where they worked, it is doubtful if they will ever be recovered. The funerals took place on Monday, and the immense train of coffins, and mourners, was a most imposing sight. All business in Barnsley was suspended, and the shops closed.

Fatal Accident at a Coal Mine—Committee for Manslaughter.—On Thursday, the 5th inst., a fatal accident occurred to a man named Francis Taylor, who was sinking a shaft at the Nacell Colliery, Willehall, belonging to Mr. T. Davis. The case is one of considerable importance, as involving a shameful degree of carelessness on the part of the engineer and bankman. The men below, Taylor and Thomas, called out to the bankman to raise a "bowk" of bricks which had just been let down, as the water was so gaining on them that they could not safely remain. The bricks were accordingly raised above the mouth of the shaft, and the "waggon," or cover, slid over; but, to save trouble, the bankman did not pin it as usual: he began unloading, and, in moving the "bowk," the cover of the shaft slid off about 8 ft.; and at that moment the engineer, without any signal, backed the engine, and the whole of the bricks were precipitated down the shaft. Thomas saved himself by standing close on one side the shaft; but the unfortunate Taylor was so dreadfully injured by fracture of the skull, and bruises on other parts of his body, that he died on arriving at home. The jury, on the inquest, found a verdict of "Manslaughter" against B. Cooper and J. Ratcliffe—the former was committed, but the latter absconded as soon as he found the mischief he had done.

Wat Branch—Boiler Explosion and Loss of Four Lives.—On Wednesday last, an immense boiler exploded at the iron-works of Messrs. Davis and Bloomer, Gould's-hill. The accident is stated to have arisen entirely from neglect of the man superintending the engine—the boiler of which, is represented as one of the strongest ever manufactured; it was, however, suffered to get nearly red-hot, in consequence of an inadequate supply of water; hence this accident, which has been productive of the most terrible results. The foreman and three others were either killed on the spot or have since died, of 15 men and boys picked up after the accident had taken place, the majority have sustained such dreadful injuries that it is not expected they can survive. Such was the force of the explosion that a great part of the machinery employed at the works was completely shattered to atoms.—The inquest on the bodies was held on Wednesday, when a lengthened inquiry was entered into, as to the cause of the explosion, several practical boiler-makers and engineers being examined; and, from the evidence, it appeared that the "buoy" and "lever" might be obstructed in their working, and thus deceive the engineer as to the quantity of water. The jury considered there was not so much blame attached to the man as had at first been believed, and returned a verdict of "Accidental Death."

Another Fatal Explosion at Wigan.—Last Saturday, another explosion, attended with loss of life, took place at the coal-pit of Messrs. J. Price and Co., at Platt Bridge, near Wigan; it is said to have been caused from a man, named Nuttall, removing a pillar, which he had been cautioned against, as was known to be in the roof above. Three men, T. Forster, T. Nuttall, and W. Ball, were killed by the explosion.

Platt Bridge, Hudley.—As Mr. James Johnson was superintending the sinking a new shaft, and when it was about 16 yards deep, a piece of timber fell down the shaft, and, striking him on the head, so injured him that he died.

Bowling Iron-Works—Horrible Death.—As two boys were wheeling each other in a barrow near the edge of one of the blasts, one of them, named Levi Watson, 11 years old, was turned over out of the barrow into the flaming blast, 7 ft. deep. Although the damper was up at the time, yet the place was red-hot. Immediately on his falling in, the other boy made an alarm; and a man, who worked at an adjoining stack, ran to the blast and saw the lad alive at the bottom. He held down to him a long coal-rake, and with it pulled the lad up nearly to the top, when, unfortunately, the poor fellow let go his hold, and he fell down again. He lay there nearly half an hour, until he was burned literally to a cinder; the small remains of the body were pulled up, and presented a most shocking spectacle.

Great Green, West Bromwich.—As J. Cox was preparing a blast, having a candle in one hand, and a powder-can in the other, the flame caught some powder, occasioning an explosion, by which he was killed.

Hunt's Colliery, Oakham.—Bailey, the engineer, was killed here.

Darlington.—J. Sivorn was killed at Mr. Addenbrook's Colliery.

Rosley Regis.—R. Page and W. Horton were killed at Mr. Barr's pit.

Old Park, Shropshire.—R. Hughes received such injuries by a fall of coal as to occasion the amputation of his right arm.

Pendurran.—W. Treharne was killed while ascending one of the balance pits.

Leese and Booth's, Bank Top, near Lees Brook.—As two boys were working, as waggons, one (D. Shepley, aged 11), was killed by a fall of earth.

Rhodes' Bank Colliery.—At the inquest on J. Haigh (see last Journal), several of the jury attributed blame to the assistant engineer at the colliery, a boy, in not having closed the clap-doors of the pit before the waggon, or tub, had descended to the part of the mine opposite to the outlet where the deceased was standing. It was also stated, that the particular shaft where the deceased

worked was without any connecting or sounding rod, which would have enabled the miners to communicate with the parties at the mouth of the pit, when necessary.

Bromley, Kent.—J. Meese was killed by a fall at Mr. Firmstrong's.

Crick, Derbyshire.—E. James was killed at the Butterley Company's works.

Tincroft.—As W. Martin was preparing to blast a hole, the charge suddenly exploded, and he received such injuries as to cause his death.

Darlaston.—A fatal accident to a "Doggie."—A fatal accident occurred to Joseph Harris in the coal-pits of Messrs. Hills and Mills. Harris, and James Crosswell, the "buddy," had been engaged in getting some coal from under a rock, but no danger was anticipated: he had not been long employed, however, and was in a stooping posture getting out the coal when the rock fell upon him, striking him on the head, and crushing him underneath it. Crosswell had a narrow escape—a piece of the rock striking him on the shoulder, but inflicting no serious injury. He immediately obtained assistance, and got the rock removed from the body of the unfortunate man Harris, when he was found fearfully mutilated, and quite dead.—*Birmingham Journal*.

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—In the 18 fm. level end, west of flat-rod shaft, the lode is worth about 16l. per fm.; in the back of the level, behind this end, the lode is worth from 20l. to 25l. per fm. The 12 fm. end is worth from 16l. to 18l. per fm.; the back and bottom behind this end is now opening, and worth about the same. The pitches through the mine continue to look the same. The winze under the 18 fm. level is holed to the 28 fm. level, 13 fms. west of flat-rod shaft; in other parts of the mine we have nothing different from my last report upon. The following is a list of our prices for March month:—Tutwork, 28 fm. level west, 4l. 10s. per fm. (6 men); 28 fm. level cross-cut south, 6l. per fm. (6 men); 18 fm. level end west, 5l. per fm. (6 men); rise in back of 18 fm. level, west of flat-rod shaft, 4l. per fm. (4 men); cross-cut from western end, 18 fm. level north, to Mandlinton shaft, 3l. per fm. (4 men); cross-cut south, 18 fm. level, 2l. per fm. (4 men); cross-cut in 24 fm. level, west of engine-shaft, in north, 4l. 10s. per fm. (4 men); rise in back of 18 fm. level, east of flat-rod shaft, 3l. 10s. per fm. (2 men); 12 fm. level end west, 4l. per fm. (6 men); adit end east, 2l. per fm. (6 men); Clon Mines and adit end, 2l. per fm. (6 men); tribute from 35 to 40 men, prices from 4l. 10s. to 6l.—T. ANGOVE; GEORGE WHITE: March 4.

BEDFORD UNITED.—At Wheal Marquis, we are driving north in pursuit of the lode in the 80 fm. level; the lode in the stope, in the back of this level, is worth 25l. per fm. In the 70 fm. level east the lode is 2 ft. wide, saving work. The lode in the 58 fm. level east is 18 in. wide, and unproductive. At Wheal Tavistock we have suspended operations for a short time. At Liscombe Mine we are progressing satisfactorily with the necessary preparatory work for putting the concern in operation. In the south engine-shaft the lode is 3½ ft. wide, producing good stones of ore. The sumpmen are at present engaged cutting flat. The lode in the adit level east is 3 ft. wide, composed of peach, iron, and ore—a very kindly lode.—JAMES PHILLIPS: March 9.

CALLINGTON.—In the 112 fm. level, both north and south, the lode has a promising appearance, intermixed with silver-lead ore. In the 100 fm. level south we have a rich branch of work, 8 in. big, the ground is very hard—the back will set at such tributes as will leave good profits to the shareholders; in the 100 north the lode is poor. In the 90 north, we are opening ground that will work at a moderate tribute; in the south end, the lode has not been taken down. In the 80 north the lode has not been taken down since we cut through the cross-course; in the winze, sinking below this level, to the south of Johnson's shaft, the lode is producing silver-lead ore. At the north mine, in the 100 fm. level, driving north, the lode is 1 ft. big, composed of sugary spar, with spots of silver-lead ore; in the south end we continue to open ground that will work in low tributes; rising in the back of this level, the ground is soft, with occasional bunches of silver-lead ore. In the 90 fm. level south we are opening ground that will work at a moderate tribute; in the north end the lode is poor; the copper lode, at this level, is 2 ft. wide, of a promising character. In the 70 fm. level it is split in small branches. In the 40 fm. level north, the lode is producing silver-lead ore, the ground is soft for driving. In Kelly Bray, the lode at this level is 15 in. wide, of a kindly appearance, with favourable ground for driving. The count-house shaft is holed to the 80 fm. level; the shaft at Kelly Bray is 9 fms. deep; the water is much decreasing, and ground favourable for sinking. We sampled, on the 6th inst., 100 fms. of silver-lead ore.—J. T. PHILLIPS: March 8.

CARMARTHEN CONSOLS.—We have this month cleared up Williams' and Anne's shafts at Nant—the former to the depth of 17 fms., and the latter 9 fms. down to the workings on the lodes—but the immense quantity of barytes left at the bottom of the former parties, prevent our coming to an end of ground, until this is brought to surface; I calculate there are upwards of 2000 tons already broken. We have met with good stones of lead in clearing up, some weighing between 80 and 40 lbs. At Glantwyth we have cleared up a perpendicular shaft sunk by the last party, for the purpose of cutting the east and west lode, but it proves to be on the wrong side of it. By driving the cross-cut from the bottom of this shaft, 10 fms. 4 ft. west, we shall cut three lodes 9 or 10 fms. under the adit, all of which have yielded a quantity of ore at the surface, and may be reasonably expected to prove equally or more productive in this level also.—THOMAS WILLIAMS: March 8.

CUBERT SILVER-LEAD.—The ground in the 35 fm. level cross-cut is hard and wet; the men, however, are getting on in driving as well as can be expected. In the 25 fm. level west, the lode is 2 ft. wide, composed of mantic, but at present poor for lead; east at that level, the lode is from 2 to 3 ft. wide, yielding some good work for lead, a very promising level. In the 15 fm. level west, the lode is 10 in. wide, saving work; the eastern end here, lode 2½ ft. wide, 1 ft. of which is pretty good work, this also is a very kindly end. The tributes are working well, but nothing new to notice since last week's report in that department.—R. ROWE.

DRAKE WALLS.—The engine-shaft is down to the 50 fm. level; the sumpmen have taken to stope east at 3l. 7s. 6d. per cubic fm.; the branches are not very good to start with, the shaft being poor for the last 2 or 3 fms., but the ground in the shaft softer, disordered by a slide. In the stope, east of engine-shaft, below the 40 fm. level (by 9 men), price 3l. 5s. per cubic fm. stinted this month, good branches of tin; the end under the arch, below the 40 fm. level (by 2 men), price 9l. per cubic fm., stinted the month, and to be paid half price for all above the cubic fathom—good branches of tin; we have shortened hands here, in consequence of the stope being so far behind, and the stuff become expensive to remove. An end, west of machine-shaft, at the 50 fm. level (to drive by 6 men), price 9l. 10s. per cubic fm., and to be paid half-price what is above—good branches, but ground hard; the back of the 50 fm. level (to stope by 6 men), price 3l. 5s. per cubic fm., producing good work. The stope, east of machine-shaft, under the arch of the 33 fm. level (by 9 men), stinted the month, price 3l. per fm.; we have suspended the 33 fm. level, under the arch, for a while; it is gone down 10 fms. ahead of the stope, and it is expensive in shifting the stuff; the branches are very good in this end; it is got through the disordered ground, as remarked in last report: the stope, at footway shaft (by 2 men), price 37s. 6d. per cubic fm., tinny, but not rich. We have a great quantity of stuff broken at this shaft, and shall commence drawing from it next week, by virtue of our water-whim; the machinery is about complete; we then shall be able to supply our new water stamp from the eastern part of the mine, but it will not do anything for us in our next sampling. We shall commence calining next week. I hope, by the 6th of April, which will be two months from our last sampling, to get as much tin as we had last, if our stamps can keep off the stuff, as fast as we can break it—but I doubt it. Our crusher should now be in course, but I see no chance of our getting the castings for a fortnight to come; the masonry and carpentry is all in order to take the castings. The tributes will be ready in a few days with their parcel, but it will not be 5 tons.—RICHARD WILLIAMS: March 8.

EAST TAMAR CONSOLS.—At Whitson, the shaftmen have commenced sinking Hitchens's shaft under the 60 fm. level. The lode in the 60 fm. level, north and south, is 18 in. wide, producing good work. The lode in the 54 fm. level, south lode, is small, ground hard at present, being under the same run of ground as was in the 46 fm. level. At Furehill, the shaftmen have commenced sinking Harrison's shaft under the 46 fm. level, the lode is 2 ft. wide—a very kindly-looking lode. The lode in the 40 fm. level north is 2 ft. wide, fluor-spar, and some good stones of silver-lead ore; the lode in the 46 fm. level south is 20 in. wide, good saving work. The lode in the 38 fm. level north is 1 ft. wide, fluor-spar and ore; the lode in the 38 fm. level south is 15 in. wide, producing very good work.—B. ROBINS: March 9.

GREAT MICHELL CONSOLS.—The engine-shaft is down below the 22 fm. level, 9 fms., the lode in which is without important alteration, producing rocks of ore, intermixed with fluor-spar and mantic.—T. RICHARDS: March 9.

GUNNIS LAKE.—At Chilworth, the lode in Barby's engine-shaft is improved in appearance, being 3 ft. wide, producing some very fine stones of grey and yellow copper ore, altogether more promising than for some time past. The lode in the 12 fm. level west is 2½ ft. wide, composed of capel, gossan, and spar; in this level east we have cut a branch about 1 ft. wide, but intend driving a little further south, to ascertain if it is the main lode.—J. RICHARDS.

HAWKMOOR.—The lode in the 15 fm. level, east of Hitchens's shaft, continues 2½ ft. wide, producing good stones of ore.—P. RICHARDS: March 9.

HOLMBUSH.—The diagonal shaft is sunk about 14 ft. below the 120 fm. level, in which are no less than 6 branches, varying in size from 2 to 5 in. each branch, containing copper ore, mantic, and spar, and the ground at present favourable for sinking; the lode in the 120 fm. level, west of the great cross-course, is 1 ft. wide, composed of spar, mantic, and spots of ore; the backs of this level we last month stopped, is now set on tribute, at 5s. 6d. in the 12; the lode in the 120 fm. level, east of Hitchens's shaft, on the north part, is 20 in

wide, composed of mantic, spar, and stones of ore. The lode in the 110 fm. level, east of Hitchens's shaft, on south part, is 6 in. wide, of soft spar and rich yellow copper ore; the 110 fm. level, west of the lead lode, is suspended, and we have increased the number of hands, to drive the 120 fm. level east; the lode in the 110 fm. level south, is 20 in. wide, composed of spar and prian, bespangled with lead; in the winze, below the 110 fm. level, between the great cross-course and the slide, being sunk as deep as the back of the 120 fm. level, we have suspended, and are daily expecting to make the communication with the 120 fm. level west; the lode in the 110 fm. level south, is 20 in. wide, and worth 10l. per fm.; and is, for the present, suspended, and the men set to rise over this level for air; the lode where they will commence rising, is worth 25l. per fm.; we cannot possibly drive the level at the same time. The lode in the 90 fm. level south, is 20 in. wide, composed of spar, flookan, and lead.—WILLIAM LEAN: March 9.

KIRKCUDBRIGHTSHIRE.—The lode in bottom of Stewart's shaft, sinking under the 30 fm. level, is upwards of 4 ft. wide, worth 12l. per fm.; the lode in the end west, in the 30 fm. level, is also large, worth 6l. per fm. for lead; in the end east, in the same level, the lode is 4 ft. wide, with a slight mixture of lead; the stope in roof of this level, both east and west of shaft, look well, worth from 9l. to 10l. per fm.; the same will apply to the stope east of the winze. The lode in the 20 east, as also the adit end, continues poor. We are pushing the dressing, and, indeed, the whole of our operations as vigorously as possible. On Monday last, the 1st inst., we shipped 37 tons 4 cwt. of lead ore for the Holywell market, and we propose doing what we can to ship another small cargo by the end of the present month, or early in next.—J. BUZZO.

LANIVET CONSOLS.—The leader part of the lode, in the 80 fm. level, east of Elizabeth shaft, is 1 ft. wide, producing a little ore. In the 80 west, the leader part of the lode is 2 ft. wide, producing some good stones of ore. We expect in a few days to hole the winze coming down from the 60 west of Elizabeth shaft, the lode in it is much as last reported. In the 30 fm. level, east of Elizabeth shaft, the leader part of the lode on the north is 2 ft. wide, producing some good saving work. We expect to have for our sampling on Monday next, 96 tons of ore.—H. WILLIAMS.

LEWIS.—The lode in the 60 end east is 18 in. wide, producing some good work for tin, and we expect, in driving 3 fms. further east, to get into the intersection of a south lode, which we cut in driving a cross-cut south, 3 fms. west from the present end—this south lode is worth about 6l. per fm. for tin. The lode in the 60 end west is 2½ ft. wide, yielding some tin, and very promising. The lode in the 50 east is 18 in. wide, worth 3l. per fm. for tin; the 50 west, on south branch, is suspended, in order to put the men to rise at the back against Hicks's winze, where we have a good branch of tin; opening ground that will work at 1s. 3d. tribute. The lode in the 40 fm. level end east is 2½ ft. wide, worth 10l. per fm. for tin. The lode in the 40 east is 2 ft. wide, worth 6l. per fm. for tin. I think our tribute pitches are looking better than I have ever seen them, and our prospects, generally speaking, are much improved.—S. S. NOBLE: March 6.

LOSTWITHIEL CONSOLS.—The adit end is now 33 fms. in the south hill, and the ground is set at 25s. per fm. Since the intersection of the lode last reported, the cross-course, or rather counter, has increased in size, and improved in quality (properties not always combined in things of the kind); it has varied from 3 to 5 ft. in width, and its elements are strongly indicative of copper ore; behind us it seemed to promise lead, and spots of lead were visible—perchance this change for the better may arise from the influence of the lode through which it has passed; we are not sure that it has not carried that lode some way with it. We have carefully dialled the lode, and find its average course to be 30° west of south, so that, according to the mining parlance of the district, it may be styled a counter, and not a cross-course—at any rate it is by no means cross for us, as it will well answer our purpose, as a means of cheap communication with our many south lodes, at the different levels, which we hope to extend southward from our engine-shaft; herein it will be of value to us, moreover, it may not only help us to explore our east and west lodes at much less expense, but, perhaps, it may help them to form richer deposits of ore in its vicinity, and thus prove of double service to our adventure. From our calculations, we deduce the expectation of seeing the lode marked No. 5 on the plan in the course of 10 days, and that, too, at a depth of 9 or 10 fms., and about 20 fms. from the lode last cut. From the dryness of the weather, and the consequent state of the springs, it is not improbable that we may be able to resume our sinking very shortly; this is most desirable, and as soon as possible we shall make the attempt, we might then continue the exploring and unwatering level by two men, and employ the main force in the shaft; the test of the propriety of this measure will be the ability to draw the water by horse-power, at the same cost as, or less than, that of steam-power, when the latter shall have to perform the same duty. Speaking of steam-power, it may be observed, that the arrangements for the accommodation of the said power are being rapidly completed; the engine-house approaches its intended height, one side of the boiler-house is built up (the other being left till its occupant shall be safely lodged), and the stack is progressing very satisfactorily. The masons are doing their work well, and the strictest economy pervades the varied operations above and below surface.—J. OXFORD: March 10.

MENDIP HILLS.—Our operations in the slag department, since my last report, have gone on very satisfactorily, both as regards progress and quantity of slags extracted; we are now opening through a bed of slags, between 9 and 10 ft. thick, and continues several feet below the present bottom of our trench, with only 6 ft. of rubbish on the top of it. As I have reason to suppose we shall find the slags near the bottom most rich in lead, I think we should not do amies by going back and bringing in another stope 5 ft. deeper than we now are, which will take the bottom, or hill, at the commencement of the slag ground, however this I shall be better able to decide on in the course of a day or two, as there are now being sunk trial pits further up the valley than we are now working, in order to prove, as near as possible, what we have before us. The appearance of the lode in the shaft continues much the same, composed of quartz, iron, and a little flookan, about 2 ft. wide—this shaft is sunk 18 fms. 1 ft. below the 38 fm. level, the ground is rather hard for sinking. In the 38 fm. level, driving south, the lode is still very large, composed of soft white spar, flookan, and spots of lead.—F. C. HARPUR: March 8.

NORTH ROSKEAR.—By ore sold, 4723l. 10s. 1d.; cost for December and January, 4105l. 12s. 1d.—617l. 18s.; in pursuer's hands end Nov., 2087l. 0s. 7d.—2704l. 18s. 7d.; from which deduct dividend 10l. per 1-70th share, 700l.; leaves now in hand, 2004l. 18s. 7d.

PENTUAN WHEAL MARY.—I have great pleasure in informing you that, in our experiments at Pentuan Wheal Mary, during the past week, we have discovered, by costaining, a lode near the stream work in the valley, the back of which is of a very promising nature—it is a great distance south of the adit already driven, I have, therefore, directed the men to open on the course of it. The ground in which this lode is embedded appears much decomposed, and I think our driving will not be expensive; next week I shall be able to give you more information respecting it.—J. HITCHES: March 8.

SILVER VALLEY.—The engine-shaft is sunk 6 fms. 3 ft. below the 40 fm. level, and the ground is more favourable; we anticipate that the tin lode will improve in depth, if the ground continues as at present in the bottom of the shaft. The silver lode in the stope, in the back of the 30 fm. level east, is about 15 in. wide, composed of flookan, carbonate of iron, and a little silver. There has been nothing done in the western stope since last report, as we have taken the men from there to work on the silver in the 20 fm. level west; in this level the lode has split into two parts, and the branches are again approaching each other, going west; the north part is about 1 ft. wide, producing saving work, and the south branch is 6 in. wide, chiefly flookan and carbonate of iron; should they continue their present course, a junction will be formed not far from the present end, where we fully expect the lode will be again more productive. In the 10 fm. level east the lode is still divided into branches—each of which looks kindly, although the ground on each side is a little disordered with cross branches. At Callington Commons, in the adit end, driving west, the silver lode is at present small, composed of carbonate of iron, mantic, flookan, and a little mica. At Wheal Brothers, we are preparing to clear the dead pit, on the course of the silver lode west, towards Oak shaft.—SAMUEL RICHARDS: March 8.

SOUTH TAMAR UNITED.—We are clearing and securing Monday's shaft to the adit level, which I hope will be completed in about eight or 10 days, thereby making it convenient for clearing the adit. The engineers are still engaged putting in the machinery.—B. ROBINS: March 9.

SOUTH TRELAWEY.—Soby's lode, in the adit south, is 2 ft. wide, composed of white kiffas, spar, and gossan, with a kindly appearance; the ground in Snell's shaft is a little harder—water quick, down 13 fms.—W. JENKIN.

TRELEIGH CONSOLS.—The 110 fm. level cross-cut, at Christo's, is driving in the country. In the 100 fm. level, east of ditto, the lode is 2½ ft. wide, very promising, with stones of ore; the 100 fm. level, west of ditto, is driving in the country; Garden's shaft, below the 90 fm. level, is sinking in the country. In the 90 fm. level, west of ditto, the lode is 18 in. wide, but very little ore, though rather more kindly. In the 80 fm. level, west of ditto, the lode is 3 ft. wide, rather better than last week for ore, not to value; in the 80 fm. level, east of ditto, the lode is 2 ft. wide, worth 20l. per fm. In the 70 fm. level, west of ditto, the lode is 2½ ft. wide, but not much ore. In the winze, below the 60 fathom level west, the lode is 2 feet wide, producing a small quantity of ore. In the 70 fm. level, west of Good Fortune, the lode is 3½ ft. wide, worth 8l. per fm. In Symons's shaft, below the 60 fm. level, the lode is 3 ft. wide, and more ore, but not to value. In the winze, below the 44 fm. level, west of ditto, the lode is 2 ft. wide, worth 3l. per fm. In the 20 fm. level, west of ditto, the lode is 18 in. wide, worth but little for ore.—WILLIAM SYMONS: March 6.

TRELOWARREN.—In driving the adit level west, a north and south lode has been cut—this lode is about 2½ ft. wide, composed of flookan, tender spar, and lead occasionally; and, in driving south on the said lode, about 15 or 16 fms.,

a counter lode has been intersected, running about south-east and north-west, and have driven on the said lode, in a south-east direction, about 25 to 30 fms. They have also sunk two winzes on this lode—one 5 fms. 8 ft., and the other 4 fms. 3 ft.; this lode is about 12 in. wide, composed of mantic, jack, and good stones of lead. These lodes, I should say, have a promising appearance to make good at a deeper level, and are in a good channel of ground, and I think deserve a further trial; should the parties think well of doing so, I should recommend them to sink one of the adit shafts, which would cut the north and south lode, perhaps, 10 or 12 fms. under the adit; and, in driving south on that lode, within 20 fms., they would cut the counter lode; I think it would be very desirable to see those lodes 20 or 30 fms. under the adit, which I should think would not require a great outlay, as a small engine would do this work at that depth; but I should not recommend any further operations at the adit level.—S. LAWEY.

TRESAVEAN.—The 286 fm. level, west of old shaft, is worth 60l. per fm. The 272 fm. level, west of do., produces about 7 tons, and is worth 45l. per fm. The 248 fm. level, west of ditto, is about 2 ft. wide, producing little ore. The 176 fm. level, west of Treweek's shaft, is 3 ft. big, producing about 2 tons per fm. Wheal Bays is poor at present. The old east shaft, below the 286 fm. level, is producing stones of ore. The rise, in the 248 fm. level, against Treweek's shaft, is producing one ton of ore to a fathom. The lode in the 286 fm. level east is 20 in. big, is producing about 8 tons per fathom, or worth 22l. per fm. In the 200 fm. level, 28 fms. east of the shaft, the lode is 4 ft. big, producing 7 tons, or worth about 40l. per fm. In the 288 fm. level, 3 fms. east of shaft, the lode is 18 in. big, with stones of ore, and very promising. In the 176 fm. level the lode is producing good stones of ore. In the shaft, sinking below the 236 fm. level, the lode is large, and worth 40l. per fm. It is expected that about 340 tons will be sampled this week, and about the same quantity the next two months.

UNITED HILLS.—In the 90 fm. level nothing has been done the past week, in consequence of the water. In the 80 fm. level, eastern end, the lode is 2½ ft. wide, worth 10l. per fm.; west of cross-cut the lode is 18 in. wide, worth 14l. per fm. In the 70 fm. level, eastern end, the lode is 2½ ft. wide, worth 6l. per fm.; in the stope the lode is 3 ft. wide, worth 20l. per fm. In the shallow adit the lode is 3½ ft. wide, worth 3l. per fm. At Wheal Charles, in the end of the 50 fm. level, there has been but little done during the past week; the men have been engaged putting pitwork in Turton's shaft. In the 40 fm. level, eastern end, the lode is 2½ ft. wide, worth 10l. per fm.; in the winze the lode is 6 ft. wide, worth 12l. per fm.; the lode in the stope is 3 ft. wide, worth 18l. per fm. At Wheal Sparrow, in the stope, back of the 40 fm. level, west of Turner's shaft, the lode is 2½ ft. wide, worth 15l. per fm. In the 30 fm. level the lode is 4 ft. wide, worth 10l. per fm.; in the adit level the lode is 1 ft. wide, producing some stones of ore.—T. TREVENEN; ROBERT WILLIAMS: March 9.

WEST WHEAL JEWEL.—In the 115 fm. level east, on Wheal Jewel lode, the lode is 20 in. wide, producing some stones of yellow ore, not looking so well as when taken down—driven last month, 2 fms. 1 ft. In the 100 fm. level west, on the same lode, the ground is very hard for driving, lode 6 in. wide, worth 3l. per fm.—driven last month, 5 ft. 6 in.; in the winze, in the bottom of the 100 fm. level, on the same lode, the lode is 2 ft. wide, producing but little ore—sunk last month, 3 fms. 3 ft. In the winze, in the bottom of the 85 fm. level, west of cross-cut, on the same lode, the lode is 18 in. wide, composed of spar and peach, with some ore—sunk last month, 1 fm. 3 ft. 6 in. In the 70 fm. level, west of Williams's cross-course, on the same lode, the lode is 9 in. wide, worth 5l. per fm.—driven last month, 1 fm. 1 ft. 6 in. In the 12 fm. level, west of Quarry shaft, on Tolcarne tin lode, the lode is 20 in. wide, worth 10l. per fm.—driven last month, 2 fms. 3 ft. 6 in.; in the winze, in the bottom of this level, on the same lode, the lode is 2½ ft. wide, worth 25l. per fm.—sunk last month, 1 fm. 4 ft. 6 in.; the stope, in the back of this level, are worth 15l. per fm.—stope, 6 fms. 8 ft.; the winze, east of Quarry shaft, in this level, is communicated to the 30 fm. level; a pair of men are put to drive the 30, west of Quarry shaft, on Tolcarne tin lode—sunk last month, 3 fms. 1 ft. 6 in.; in the 12 fm. level, west of old sump shaft, on the same lode, the lode is 9 in. wide, worth 6l. per fm.—driven on lode, 1 fm. 3 ft. 6 in.; on cross-cut, 2 fms. 4 ft. 6 in.; in the adit end, west of Quarry shaft, on the same lode, the lode is 9 in. wide, worth 7l. per fm.—driven last month, 2 fms. 3 ft. 6 in.—R. JOHNS.

WEST WHEAL MARIA.—The eastern engine-shaft is down about 82 fms. 3 ft.; the lode in the shaft is much the same as last reported, producing good stones of ore. The western engine-shaft is down below the 64 fm. level 9 ft., where we intend to put in borer and cistern, and to fix a 11-in drawing lift; the lode in this shaft is 2 ft. wide, producing spots of ore in places. In the 54 fm. level, east of this shaft, the lode is about 2 ft. wide, producing a little ore; in the cross-cut south in this level the ground is hard for driving.—T. RODDA: March 9.

WHEAL AGNES.—The lode in the adit level still continues 3 feet wide, producing good stones of silver-lead ore.—B. ROBINS: March 9.

WHEAL ADAMS.—The lode in the 60 fm. level south is split in branches—these branches contain spots of jack, mantic, lead, and spar; the ground is favourable; and to facilitate the driving of this level, to unwater the 50 fm. level south, on the western silver-lead lode, which at present is breasted up and obliged to be suspended, we have increased the number of men to six; to drive at 2l. 10s. per fm.; when extended far enough south, we shall commence rising above the back of the level, as we have hitherto done in similar cases. The eastern lode in the 50 fm. level south has not been taken down during the past week; the lode where it was last cut through is 2 ft. wide, composed of jack, mantic, and lead; the latter is disseminated throughout the lode, and is worth 5l. per fm. The western lode, in the 40 fm. level south, is 2½ ft. wide, composed of spar, mantic, and lead, worth 6l. per fm.; we have also commenced a cross-cut, north of the old engine-shaft, to drive west to intersect the western silver-lead lode, and, agreeable with the dialling, we shall have about 10 ft. to drive to intersect it; when this is accomplished, we intend to continue the 40 fm. level north on it, and to unwater the bottom of the old engine-shaft and level, in order to prove the north part of the mine; at present we cannot—there being so much level lost; in the old level, on the eastern or jack lode, the water is 3 ft. above the back of the plat; we are, likewise, preparing to clear out, secure, and drive the 28 fm. level north, on the same account. The ground in the 28 fm. level west is still in the elvan course; but is more moderate—being set at 3l. 15s. per fm.; a few feet behind this end, a small branch of hard spar is intersected, spotted with yellow copper ore and mantic—at present worthless; but we cannot say what it may produce at a greater depth, or in connection with the western copper lode we are driving towards, should they form a junction. Our tribute department, on the whole, is looking much the same as last reported on; in addition to which, we have this day (as will be seen on reference to the setting list) set a pitch at 5s. in the 17 north of the winze, in the bottom of the 40 fm. level, on the eastern lode; we have, likewise, been advised by Capt. T. Bawden of his intention of weighing off the 100 tons of rosin jack on the 22d. We have at this time about 20 tons of lead, dressed on the mine, at the cellars, and we fully anticipate making it 30 tons against this day week to offer for sale.—WILLIAM LEAN.

WHEAL BARBARA.—I was highly pleased yesterday at seeing such fine branches of lead broken in the shaft, not one branch, but many, run through the ground, generally about a finger big; I know not what this can be, less than an assurance of a great body of lead when we get down to the stock; I could say more, but do not like to stake my credit so fully as to allow you to fix your future opinion, by the result of this one experiment. I have been at the mine, with the exception of six hours, from Monday, 7 A.M., to last evening, considering my presence quite necessary to the well-being of this important undertaking. I hoped to have held the Quarry shaft to the rise yesterday with my own hands, in so doing I got very hot, and sweat much, and afterwards having a very strong and cold north-east wind (which quarter the mine is exposed), I got very cold, and came back here at once, tired, hungry, sleepy, cold, and dirty. I have to attend to-day to carpenters, founders, and smiths, who need quite as much urging to action as miners.—J. GARY, C.E.: March 10.

WHEAL BENNY.—We have cut a very promising lode on the common, 20 fms. south of the southern run of costean pit, which you will see marked on the plan; it is 5 ft. wide, composed of gossan, soft spar, and flookan, and in a beautiful strata of ground; we have put the men to open on it 100 fms. further east, which will enable us to speak more fully as to its character and bearing. This is entirely a new lode, there is not a single pit to be seen on the back anywhere. Our engine keeps the water well, and the men are getting on with all possible speed with sinking Ford engine-shaft. The water is very quick in the winze. [We will send you a general report of the mine in time for the meeting.]—T. M. PENALUNA: March 11.

WHEAL CONCORD.—I have effected various changes in the number of hands employed at different levels, which will have a salutary influence on our future proceedings, by diminishing the expenditure several pounds per month, and materially augmenting our returns of lead. In the 38 west, the lode is 2 ft. wide, producing stones of lead from the top to the bottom of the end, and the surrounding strata strongly mineralised. This I consider very encouraging. The lode in the 28 west is 1 ft. wide, unproductive at present. In the 20 west the lode is 2½ ft. wide—soft spar, flookan, and stones of lead. The stope in the bottom of the 10 are very good, and I calculate we shall raise from 15 to 18 tons of lead from these during the present month. The ground in the 38 cross-cut south is moderate, and it is probable we shall intersect one of the south lodes previous to next setting day. There are 14 tons of lead dressed, of a similar quality to that last sold.—J. B. CLYDE: March 11.

WHEAL FRANCO.—Since Capt. Edwards has had the management, from Sept. last, the whole of the arrangements of the mine have undergone a complete revision (not the least of which is the letting nearly all the work, either by tribute or tutwork); at the surface, the dressing floors have been altered and enlarged, a small water-wheel erected to work three jiggling machines, and another preparing, and will be at work in two or three weeks; the steam floor have been laid with timber, by which much ore is prevented from

ORIGINAL TRAFFIC ESTIMATES AND PRESENT TRAFFIC RETURNS.—The establishment of a railway in any district creates a traffic which, under the old system of communication was never thought of. The promoters of the London and Brighton line, when before Parliament, estimated the number of passengers likely to pass over their line at 4500 per week. The average weekly return of the number of passengers on the Brighton line is upwards of 80,000! In the case of the South Eastern Company the original estimates of the promoters when the line was before Parliament, were, for passengers, 6000 per week. The present average is upwards of 22,000 per week, or nearly four times the original estimate. The Great Western Railway Company proved a passenger traffic to the extent of 8000 per week. The present returns show an average of 45,000 passengers per week.—*Birmingham Advertiser.*

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.

Capital £500,000.—Empowered by Act of Parliament.
This institution embraces important and substantial advantages with respect to Life Assurances and Deferred Annuities. The assured has, on all occasions, the power to borrow, without expense or forfeiture of the policy, two-thirds of the premiums paid (see table); also the option of selecting benefits, and the conversion of his interests to meet other conveniences or necessities.
Assurances for terms of years are granted on the lowest possible rates.

DIVISION OF PROFITS.
The remarkable success and increasing prosperity of the society has enabled the directors, at the last annual investigation, to declare a fourth bonus, varying from 35 to 85 per cent. on the premiums paid on each policy effected on the profit scale.

Sum.	Term.	Year.	Bonus added.	Bonus in Cash.	Permanent reduction of Premium.	Assured may Borrow.
£1000	60	34	1837 £217 15 1	£109 0 11	£16 0 4	£445 0 0
			1838 192 3 0	87 1 4	13 10 3	395 11 1
			1839 165 11 10	74 1 9	11 3 1	346 2 3
			1840 116 7 6	34 0 10	7 18 10	256 13 4
			1841 111 6 8	49 10 0	7 10 4	247 4 5

The division of profits is annual, and the next will be made in December of the present year.
F. FERGUSON CAMROUX, Secretary.

Copy of a Letter from "COLONEL HAWKER" (the well-known author on "GUNS AND SHOOTING")
Longparish House, near Whitechurch, Hants, Oct. 21, 1846.
Sir, I cannot resist informing you of the extraordinary effect that I have experienced by taking only a few of your LOZENGES. I had a cough, for several weeks, that defied all that had been prescribed for me; and yet I got completely rid of it by taking about half a small box of your Lozenges, which I find are the only ones that relieve the cough without deranging the stomach or digestive organs.—I am, Sir, your humble servant,
To Mr. Keating, &c., 79, St. Paul's Churchyard.
P. HAWKER.

KEATING'S COUGH LOZENGES ARE PATRONISED ALSO by His Majesty the King of Prussia, His Majesty the King of Hanover, and most of the Nobility and Clergy of the United Kingdom, and are especially recommended by the Faculty.

RECENT TESTIMONIAL.
Dear Sir, Having been, for a considerable time during the winter, afflicted with a violent cough, particularly at lying down in bed, which continued for several hours incessantly, and after trying many medicines without the slightest effect, I was induced to try your Lozenges; and, by taking about half a box of them, in less than 24 hours, the cough entirely left me, and I have been perfectly free from it ever since.
I am, dear Sir, yours, very respectfully,
JAMES ELLIS,
9, Claremont-terrace, Pentonville.
Feb. 17, 1845.

Mr. KEATING. (Late proprietor of the Chapter Coffee-house, St. Paul's)
Prepared and sold in boxes, 1s. 10d., and tins, 2s. 9d., 4s. 6d., and 10s. 6d. each, by T. Keating, Chemist, &c., No. 79, St. Paul's Churchyard, London; and retail by all druggists and patent medicine vendors in the kingdom.

N.B.—To prevent spurious imitations please to observe that the words "KEATING'S COUGH LOZENGES" are engraved on the Government stamp of each box.
NOTICE.—These Lozenges contain no opium, or any preparation of that drug.

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PATENT CONCENTRATED MALT AND HOP EXTRACT enables PRIVATE INDIVIDUALS TO MAKE FINE HOME-BREWED ALE, WITHOUT EMPLOYING ANY BREWING UTENSILS.—It has only to be dissolved in hot-water and fermented.—Sold, in jars, for medicinal and other purposes, at 1s. and 1s. 6d.; and in bottles for brewing 9 to 18 gallons and upwards of ale, at 6s. 6d. and 12s. 6d. each, by the

BRITISH NATIONAL MALT EXTRACT COMPANY.
7, NICHOLAS-LANE, LONDON AND STRAIT; Fife Wood, and Co., 33, Thameside-street; Wix and Sons, 22, Leadenhall-street; Balf and Co., 15, Finsbury-parcament; De Castro and Peach, 63, Piccadilly; Hockin and Co., 38, Duke-street, Manchester-square; and all men and grocers generally.
Also, just published, and may be had gratis,
NATIONAL BREWING: A GUIDE TO THE USE OF CONCENTRATED MALT AND HOP EXTRACT, FOR BREWING AND WINE MAKING; to which is added, MEDICAL OPINIONS relative to the virtues of malt and hops.

The Nineteenth Edition, price 2s. 6d.; free by post, 3s. 6d.
THE SILENT FRIEND: a medical work, on the concealed cause of constitutional or acquired debility, loss of muscular energy, and derangement of the generative system, nervous debility, constitutional weakness, excessive indulgence, &c.; with Observations on Marriage, &c. By R. and L. PERRY and Co., surgeons, London. Published by the authors, and sold at their residence; also by Strange, 31, Paternoster-row; Hanney & Co., 63, Oxford-street; Noble, 109, Chancery-lane; Gosdall, 146, Leadenhall-street; Furland, Cornhill-street, Soho, London.

Part I. of this work is addressed to those who are prevented from forming a matrimonial alliance, and will be found an available introduction to the means of perfect and secret restoration to manhood.—Part II. treats upon those forms of disease, either in their primary or secondary state, arising from infection—showing how numbers neglect to obtain competent medical aid, until upon themselves years of misery and suffering.

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ON THE SECRET INFIRMITIES OF YOUTH AND MATURITY.
Just published, sixteenth thousand (in a seal envelope), price 2s. 6d.; or post-paid to any address, for 3s. 6d., in postage stamps, or Post-office order.

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"The author of this singular and talented work is a legally qualified medical man, who has evidently had considerable experience in the treatment of the various disorders, arising from the follies and frailties of early indiscretion. The engravings are an invaluable addition, by demonstrating the consequences of excesses, which must act as a salutary warning to youth and maturity, and by its personal, many questions may be satisfactorily replied to, that admit of no appeal, even to the most confidential friend."—*Edin.*

Published by the author; and may be had at his residence; also from S. Gilbert, 52, Paternoster-row; Hanney and Co., 63, Oxford-street; Starke, 23, Tichborne-street, Guildford; Gordon, 145, Leadenhall-street, London; Newton, 16, Church-street, Liverpool; and all booksellers.

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LITERARY NOTICES.

A Review of Railways and Railway Legislation at Home and Abroad. By S. SHANES, Jun. London: William Pickering.

This is a pamphlet extending over 103 pages, in which the writer takes a most comprehensive view of the present position of our numerous railway companies in Great Britain, as well as on the continent of Europe and America; a comparison is more particularly made between English and continental lines, as to accommodation and terms; and while the former is by far superior on the part of the English, the latter is much on the side of foreign railways. The following statistical information will show the enormous strides that railways have made in the past few years, and the great importance which exists, that they should not be subject to crude, uncertain, and hasty legislation. In 1845, there were complete in Great Britain, 2310 miles of railway; since then a considerable increase has taken place, and there is now near 3000 miles. At the end of last session, 10,300 miles had been sanctioned—7200 of which are in England and Wales, giving an average of one mile to every 2400 inhabitants, and every eight square miles of surface. With nine exceptions, every English county town has now direct railway communication with the metropolis; these are Lancaster, Wells, Dorchester, Salisbury, Huntingdon, Buckingham, Oakham, Shrewsbury, and Monmouth: 330 trains run to or from the metropolis daily; and the capital employed in railways will shortly exceed the unparalleled sum of 800,000,000, sterling. In taking a view of Belgian lines, in comparison with English, the author shows that the adoption of low fares on the continent is an absolute necessity, from the comparative poverty of the inhabitants; even an engine driver in Belgium receives only one-half the English wages, and workmen generally from half to two-thirds; they are lowest in Belgium, rather higher in Prussia, and highest in France. Travelling, also, is quite different; very travel by first or even second-class trains, but content themselves with the third—the first-class forming 17 per cent., and the third 90 per cent. The cost of the Belgian lines have averaged 17,000l. per mile, which is only two-fifths of the English. In a comparison of accommodation, the author gives a dismal picture of the Belgian lines—the want of covered stations, the crowding of the trains, the few hands employed for stowing luggage, and other inconveniences, form a strong contrast with English lines. Having taken a review of French, Prussian, and American railways, he turns to canals, showing the enormous dividends which were formerly paid upon them; and, as a few specimens, he selects the following:—Coventry Canal, 32 per cent. per annum dividend; Oxford, 34 per cent.; Stafford and Worcester, 34 per cent.; Trent and Mersey, 37½ per cent.; Erewash, 47 per cent.; Loughborough, 124 per cent.; and, on turning to a canal share list of the present day, dividends from 20l. to 84l. per cent. are still to be found. The writer then proceeds to consider the improvements which have taken place through railways, the discouragement to their progress by Standing Orders of Parliament and legislative enactments, and the principles which should guide Parliament in their decisions, revisions, &c. The pamphlet, taken as a whole, is a perfect review of the present position of our railways and the laws by which they are governed, and presents a collection of facts and figures seldom brought within the compass of a pamphlet.

A Popular Atlas of the World: consisting of Detailed Maps of the Different Parts of the Globe, illustrated by Geographical and Statistical Descriptions. By J. WYLD, Geographer to the Queen and Prince Albert. London: James Wyld, and Simpkin and Marshall.

Mr. Wyld, of Charing Cross East, with the usual spirit which characterises his numerous works, has just published the first number of this work, which, for the price, in proportion to its size and contents, is a most extraordinary production. The number under notice opens with a graphic description of the isles of Great Britain and Ireland, their geology, mineralogy, meteorology, their flora, zoology, &c., with a brief history from the ancient inhabitants to the present, the laws, religion, &c.; this is followed by a description of the general division of Europe, with the size, population, sea-ports, exports, imports, &c., and two maps, one of the British isles, the other of Europe, showing its political boundaries and physical features. It will be completed in 24 monthly numbers, each containing two maps and descriptive letter-press; and, judging from the present number, when completed and bound, will present a series of maps, as correct in delineation, and beautifully finished in detail, as many which have been published singly, at five or six times the price of each number. It may be considered the cheapest geographical work which ever issued from the press, and a very extensive sale must be made to pay the first outlay. The established character of the compiler is a guarantee for the similar excellence of future numbers, and the price brings it within the reach of every mechanic—while the paper, type, and maps, entitle it to a place in every drawing-room and library.

The Mutual Life Assurance Society's Almanac for 1847.

This is a neat little volume, which, in addition to the usual tables and information of an almanac (got up in clear type and on good paper), is remarkable for an excellent Essay on Life Assurance, by P. HARDY, Esq., the actuary, showing its importance, its nature and application, differences which exist in the plans of different societies, with the rise and progress of the Mutual Society. The whole forms a useful little book, and is printed for gratuitous circulation. We consider Mr. Hardy's paper so interesting, as to commence its publication in the Journal, and which will be continued until complete.

ON THE IMPORTANCE OF LIFE ASSURANCE.

Extracted from AN ESSAY ON LIFE ASSURANCE, in the "Mutual Life Assurance Society's Almanac, for 1847." BY PETER HARDY, Esq., F.R.S.

It is the duty of every individual who has been placed, by Providence in the responsible position of husband, father, or guardian, to provide for those helpless beings whose dependence upon himself he acknowledges; and to ascertain that at all events a portion of such provision, as he is enabled to afford them during his life, will be continued to, or provided for them in the event of his untimely or sudden death. Before the existence of the practice of life assurance, to save from our income a sufficient provision for our children, would have been the work of time, patience and resolution. To lay by, year by year, little by little, and to see the earnings of youth and manhood growing in old age into important sums is doubtless a pleasure and a satisfaction; but it is, at the same time, it must be admitted, a pleasure indulged in at every hazard. A steady resolution must be had, indeed, which, under all circumstances, and in every moment of temptation to expenditure, could refuse to break in upon that sacred fund. Besides which, the plan itself is defective in those very cases where it is most desirable that it should afford relief. An early death, before the savings of the husband or father have amounted to a patrimony for his children, is the dreaded contingency which it is so important and desirable to provide against. Life assurance is the only certain remedy for this evil; the only effectual protection for wives and children against poverty and distress. How many of the appeals which are daily made to the generosity of strangers on the behalf of widows and orphans left destitute by the sudden removal of a husband or parent, might have been avoided, had the improvident father had recourse to an insurance in early life? How much of the bitterness of poverty and humiliation might have been spared to those he loved by a precaution upon his part so prudent, so easy, and so obvious. When we consider how very trifling a sum spared from the ordinary expenses, nay, perhaps from the superfluities of life, would secure the desired provision; and when we think how much peace of mind and security may be purchased by the annual expenditure of a few pounds; it is a matter of both astonishment and blame that every father and head of a family does not feel compelled, as a social, a religious, and a moral duty, which he owes as much to society as to himself, to effect at once, in the spring-time of his life, an assurance, corresponding to his existing means, in one of the many institutions with which Great Britain abounds. It is, indeed, difficult to imagine a person so blind to his humanity, as to leave his offspring to the cold charity of strangers, and to the horrors of poverty and neglect, when this simple and obvious means of relief is placed within his reach. It was pointed out by the directors of the Mutual Society, in one of their annual reports, some time since, how very few of the enormous population of this empire had hitherto availed themselves of the advantages of life assurance. Many must, consequently, remain in ignorance of the scheme of life assurance, of its many advantages, and of the nature of it of the very existence of institutions formed expressly to assist the frugal in the beautiful scheme of providing against the wants and necessities of their children. It is a duty peculiarly the province of our clergymen, to administer not only spiritual consolation, but social and moral advice to their humble parishioners on points of economy and morality, in the most important situations of life; nor do we know one single act of frugality and moral virtue, which contains in itself the seed of so much utility, as the act of economy, when properly directed, to the provision of a helpless family. We can, indeed, only ascribe the apathy, which has hitherto restrained the wider extension of the scheme of life assurance, to an ignorance which it becomes the duty of all who are informed, to remove. We may ignorance advisedly; for it is scarcely possible to imagine a reasonable being, living on from year to year, with a wish if not an intention to assure, and with a knowledge of the unexpected state in which his family would be left by his sudden death, and yet, at the same time, aware of the existence of a society, by a trifling subscription to which he could at once allay his fears of his future poverty, and realize for himself, in the hour of his death, peace of mind and comparative happiness; and for them the savings of a long life. The foregoing observations are as applicable to the class which is commonly called poor, as to the middle and upper ranks of life. The door of life assurance is open as well to the labourer and the artisan, as it is to their wealthier employers. We hear daily of instances of individuals having died, who have been reputed wealthy, when they have left behind them a few thousand pounds, the produce, possibly, of a long and anxious life of toil. The widows and children of such men are envied, and the father, as he looks around his table, sighs when he reflects on the time which must necessarily elapse before he is enabled to amass so large a sum; forgetting that the system of life assurance affords him the means by which he may readily and cheaply obtain the power of bequeathing, if not actually amassing, even a much larger sum. An example, showing the truth of this last observation, will not be misplaced here. A young man at the age of 25 might, by the annual payment of about 22l., secure (in any respectable office) to his family, in the event of his death, the sum of at least 1000l. This is, in itself, no inconsiderable patrimony; and a larger annual outlay will of course secure a larger return.

After all, what is the sum of 22l. a year, deducted even from a moderate income, especially when for so laudable a purpose, and in such a case. Little more, in point of fact, than a weekly expenditure of 6s. Many a tradesman in the modest ranks, or even an artisan, could well spare so small a sum from the weekly earnings; and that too, by perhaps merely denying himself a few luxuries, or by lessening a few superfluities. But without the intervention of the scheme of life assurance, how many years must necessarily elapse before he would be enabled, even by saving annually that sum, to amass so desirable a patrimony for his family as 1000l. A number of other instances might be adduced in support of these assertions; but we are fully satisfied that, upon calm reflection on the importance of the duty here recommended, no person will be found willing or able to dispute either the prudence, justice, or necessity of these remarks. In the next chapter we shall endeavour to point out the nature of the contract of life assurance, and a few of the most popular and valuable applications of the scheme.

[To be continued in next week's Mining Journal.]

ACCIDENTS.

Another Dreadful Colliery Accident.—An awful explosion of carburetted hydrogen, attended with the loss of nearly 80 lives, took place on Friday, the 5th inst., at the Great Ardsley Main Colliery, near Barnsley. About three o'clock, several persons near the mouth of the pit were alarmed by a terrific explosion from the shaft, which was followed by an eruption of smoke, timber, coal, stone, &c., resembling the eruption of a volcano. Two or three of the men were removing the corves from the pit mouth at the time. We understand that there had been no previous indications of danger up to the very moment of the explosion. The pit was considered to be in an ordinary state of safety, with the exception of one bank, on the west side of a broadgate, which was between an upper and lower seam, and about 17 ft. in length. The men were instructed to use great caution in passing that part of the pit with lights. The parties who were in the immediate neighbourhood of this place have perished. None remain to give an account of the origin of the accident, which is believed to have been at this spot. The explosion was of so violent a character, that it blew up the landing at the mouth of the pit, and shot up stones, &c., to the height of 80 or 40 yards. Immediately after the explosion, Mr. George Wilson, one of the managing proprietors, with several men, went down into the pit, to ascertain the state of the case, and to render the sufferers such aid as might be within human reach. Unhappily, the time of the explosion was when the full force of men and boys, to the number of about 100, were working in the pit. Mr. Wilson was accompanied by George Armitage, the underground steward; Joseph Littlewood, foreman; and several men. In descending the pit, they heard groans and cries of distress from the sufferers in all directions; and, on reaching the bottom, some of the men who had gathered round the shaft, assailed them with exclamations of gratitude. Several of the men still living were found to be severely wounded by the concussions they had sustained during the explosion. Others were in a state of insensibility; 23 were drawn out of the pit alive in a short period; and, about an hour afterwards, three others. The melancholy search was continued, and, before 12 at night, 41 others were taken out dead. Being convinced that all who had not then been found must be dead, and the state of the pit being such as to render it very unsafe to continue the search, Mr. Wilson and his assistants resuscitated the shaft. Measures were then taken for ventilating the pit; but this was rendered difficult by the fact that the explosion had broken down the separating wall between the downcast and the upcast shafts. The pit is the property of Messrs. Frith, Barber, and Co., and has been worked four or five years: it is 282 yards deep. The explosion has created the most fearful excitement in the neighbourhood; and an opinion is very generally expressed among the working classes, that Government ought to institute a most rigid inquiry into the cause of the deplorable casualty; 41 men and boys had been got out dead up to Sunday night, when 90 or 40 remained, all but three of which have been since recovered. The inquest was held on Monday last, when the bodies having been viewed by the jury, and identified, the inquest was proceeded with at three o'clock, at the Court-house, Barnsley.—Mr. Marshall attended for the friends of the deceased persons, and Mr. Mence for the proprietors of the colliery.—The Coroner briefly addressed the jury, and said he wished to call their attention to a few points in the inquiry, which, in his opinion, would most require their particular notice. The first was as to whether the pit was in a proper working condition, properly ventilated, and that every requisite precaution had been taken to ensure the safety of the workmen employed in it; secondly, the cause of the accumulation of foul air, and of the explosion; and, thirdly, if any and what person was culpable, and to what extent blameable for the calamity which had happened. He solicited their serious attention to the evidence which would be given, not only for the purpose of arriving at a proper conclusion on the case then before them, but also that their investigation might operate beneficially in preventing the occurrence of accidents of so deplorable a nature.—The first witness called was Joseph Northrop, the bankman, and attends to the corves as they go up and down; he saw the deceased persons go into the pit on the morning of Friday, the 5th inst., he was on the pit till about 3 o'clock in the afternoon, when the explosion took place, and he saw several dead bodies taken out. There was some scaffolding let down the air shaft, a month or five weeks since, and was there still, for men to stand upon, and do the necessary repairs; there were two men on it at the time of the explosion, one of whom was killed—knew nothing of the bottom working—attended only to the top. Shuttleworth, the fireman, was next called, and was cautioned by the coroner, that he and others employed as managers need not give any evidence which would criminate themselves; he, however, wished to be examined, and was so at considerable length; his duties were to go down every morning, about 3 o'clock, and see that every part of the pit was in working order, there is then only one man in the pit, who attends the corves fire, which is about 15 yards from the air shaft; he tests every man's working place, and if unsafe he places a shovel across, which is the signal that the safety lamp must be used; if no shovel is placed across, a naked candle may be used. He applied the usual tests on the morning of the explosion, and found no foul air in any of the workings; he found some in the old workings where he had been taken out of the pit, three of which, turned out to be a father and his two sons. The method of working, propping the roof as they proceeded, &c., and said that foul air accumulated in the old workings most, in consequence of the falling of the roof, and sometimes the falls are so great as to force out the foul air into the workings. He further described the scaffolding in the air shaft as leaving only 2 ft. space for the current of air, and that the repairs might have been done when the men were out of the pit, and then the scaffold drawn up. It being now 9 o'clock, the inquest was adjourned to Tuesday, the 10th inst., and, as the jury were leaving, they were informed that four more bodies had been taken out of the pit, three of which, turned out to be a father and his two sons. The bodies of three men are still known to be in the pit, and from the immense quantity of the works and roof having been blown down where they worked, it is doubtful if they will ever be recovered. The funerals took place on Monday, and the immense train of coffins, and mourners, was a most imposing sight. All business in Barnsley was suspended, and the shops closed.

Fatal Accident at a Coal Mine—Committee for Manslaughter.—On Thursday, the 5th inst., a fatal accident occurred to a man named Francis Taylor, who was sinking a shaft at the Natchell Colliery, Willenhall, belonging to Mr. T. Davis. The case is one of considerable importance, as involving a shameful degree of carelessness on the part of the engineer and bankman. The men below, Taylor and Thomas, called out to the bankman to raise a "bowk" of bricks which had just been let down, as the water was so gaining on them that they could not safely remain. The bricks were accordingly raised above the mouth of the shaft, and the "waggon," or cover, slid over; but, to save trouble, the bankman did not pin it as usual; he began unloading, and, in moving the "bowk," the cover of the shaft slid off about 3 ft.; and at that moment the engineer, without any signal, backed the engine, and the whole of the bricks were precipitated down the shaft. Thomas saved himself by standing close on one side the shaft; but the unfortunate Taylor was so dreadfully injured by fracture of the skull, and bruises on other parts of his body, that he died on arriving at home. The jury, on the inquest, found a verdict of "Manslaughter" against B. Cooper and J. Ratcliffe—the former was committed, but the latter absconded as soon as he found the mischief he had done.

West Bromwich—Boiler Explosion and Loss of Four Lives.—On Wednesday last, an immense boiler exploded at the iron-works of Messrs. Davis and Bloomer, Gould's-hill. The accident is stated to have arisen entirely from neglect of the man superintending the engine—the boiler of which, is represented as one of the strongest ever manufactured; it was, however, suffered to get nearly red-hot, in consequence of an inadequate supply of water; hence this accident, which has been productive of the most terrible results. The foreman and three others were either killed on the spot or have since died, of 15 men and boys picked up after the accident had taken place, the majority have sustained such dreadful injuries that it is not expected they can survive. Such was the force of the explosion that a great part of the machinery employed at the works was completely shattered to atoms.—The inquest on the bodies was held on Wednesday, when a lengthened inquiry was entered into, as to the cause of the explosion, several practical boiler-makers and engineers being examined; and, from the evidence, it appeared that the "buoy" and "lever" might be obstructed in their working, and thus deceive the engineer as to the quantity of water. The jury considered there was not so much blame attached to the man as had at first been believed, and returned a verdict of "Accidental Death."

Another Fatal Explosion at Wigan.—Last Saturday, another explosion, attended with loss of life, took place at the coal-pit of Messrs. J. Price and Co., at Platt Bridge, near Wigan; it is said to have been caused from a man, named Nuttall, removing a pillar, which he had been cautioned against, as was known to be in the roof above. Three men, T. Forster, T. Nuttall, and W. Ball, were killed by the explosion.

Platt Bridge, Huddley.—As Mr. James Johnson was superintending the sinking of a new shaft, and when it was about 16 yards deep, a piece of timber fell down the shaft, and striking him on the head, so injured him that he died.

Bowling Iron-Works—Horrible Death.—As two boys were wheeling each other in a barrow near the edge of one of the blasts, one of them, named Levi Watson, 11 years old, was turned over out of the barrow into the flaming blast, 7 ft. deep. Although the damper was up at the time, yet the place was red-hot. Immediately on his falling in, the other boy made an alarm; and a man, who worked at an adjoining stack, ran to the blast and saw the lad alive at the bottom. He held down to him a long coal-rake, and with it pulled the lad up nearly to the top, when, unfortunately, the poor fellow let go his hold, and he fell down again. He lay there nearly half an hour, until he was burned literally to a cinder; the small remains of the body were pulled up, and presented a most shocking spectacle.

Green's Green, West Bromwich.—As J. Cox was preparing a blast, having a candle in one hand, and a powder can in the other, the flame caught some powder, occasioning an explosion, by which he was killed.

Bent's Colliery, Oldham.—Bailey, the engineer, was killed here.

Darlington.—J. Sivern was killed at Mr. Addenbrook's Colliery.

Rusley Regis.—R. Page and W. Horton were killed at Mr. Barr's pit.

Old Park, Shropshire.—R. Hughes received such injuries by a fall of coal as to occasion the amputation of his right arm.

Poyndar.—W. Trehurne was killed while ascending one of the balance pits.

Lees and Booth's, Bank Top, near Lees Brook.—As two boys were working, as waggons, one (D. Shepley, aged 11), was killed by a fall of earth.

Rhodes' Bank Colliery.—At the inquest on J. Haigh (see last Journal), several of the jury attributed blame to the assistant engineer at the colliery, a boy, in not having closed the clap-doors of the pit before the waggon, or tub, had descended to the part of the mine opposite to the outlet where the deceased was standing. It was also stated, that the particular shaft where the deceased

worked was without any connecting or sounding rod, which would have enabled the miners to communicate with the parties at the mouth of the pit, when necessary.

Bromley, Kent.—J. Meese was killed by a fall at Mr. Firmstrong's.

Crick, Derbyshire.—E. James was killed at the Butterley Company's works.

Tinroft.—As W. Martin was preparing to blast a hole, the charge suddenly exploded, and he received such injuries as to cause his death.

Darlaston—Fatal Accident to a "Doggy."—A fatal accident occurred to Joseph Harris in the coal-pits of Messrs. Hills and Mills. Harris, and James Crosswell, the "butty," had been engaged in getting some coal from under a rock, but no danger was anticipated; he had not been long employed, however, and was in a stooping posture getting out the coal when the rock fell upon him, striking him on the head, and crushing him underneath it. Crosswell had a narrow escape—a piece of the rock striking him on the shoulder, but inflicting no serious injury. He immediately obtained assistance, and got the rock removed from the body of the unfortunate man Harris, when he was found fearfully mutilated, and quite dead.—*Birmingham Journal.*

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—In the 18 fm. level, end, west of flat-rod shaft, the lode is worth about 16l. per fm.; in the back of the level, behind this end, the lode is worth from 20l. to 25l. per fm. The 12 fm. end is worth from 16l. to 18l. per fm.; the back and bottom behind this end is now opening, and worth about the same. The pitches through the mine continue to look the same. The winze under the 18 fm. level is holed to the 28 fm. level, 13 fms. west of flat-rod shaft; in other parts of the mine we have nothing different from my last report upon. The following is a list of our prices for March month:—Tutwork, 28 fm. level west, 4l. 10s. per fm. (6 men); 28 fm. level cross-cut south, 6l. per fm. (6 men); 18 fm. level end west, 5l. per fm. (6 men); rise in back of 18 fm. level, west of flat-rod shaft, 4l. per fm. (4 men); cross-cut from western end, 18 fm. level north, to Mandlinton shaft, 3l. per fm. (4 men); cross-cut south, 18 fm. level, 2l. per fm. (4 men); cross-cut in 24 fm. level, west of engine-shaft, in north, 4l. 10s. per fm. (4 men); rise in back of 18 fm. level, east of flat-rod shaft, 3l. 10s. per fm. (2 men); 12 fm. level end west, 4l. per fm. (6 men); adit end east, 2l. per fm. (6 men); Clon Mines and adit end, 2l. per fm. (6 men); tribute from 35 to 40 men, prices from 4l. 10s. to 6l.—T. ANGOVE; GEORGE WHITE: March 4.

BEDFORD UNITED.—At Wheal Marquis, we are driving north in pursuit of the lode in the 80 fm. level; the lode in the 80 fm. level, in the back of this level, is worth 25l. per fm. In the 70 fm. level east the lode is 2 ft. wide, saving work. The lode in the 58 fm. level east is 18 in. wide, and unproductive. At Wheal Tavistock we have suspended operations for a short time. At Liscombe Mine we are progressing satisfactorily with the necessary preparatory work for putting the concern in operation. In the south engine-shaft the lode is 3½ ft. wide, producing good stones of ore. The summen are at present engaged cutting plat. The lode in the adit level east is 3 ft. wide, composed of peach, iron, and ore—a very kindly lode.—JAMES PHILLIPS: March 9.

CALLINGTON.—In the 112 fm. level, both north and south, the lode has a promising appearance, intermixed with silver-lead ore. In the 100 fm. level south we have a rich branch of work, 8 in. big, the ground is very hard—the back will eat such tributes as will leave good profits to the shareholders; in the 100 north the lode is poor. In the 90 north, we are opening ground that will work at a moderate tribute; in the south end, the lode has not been taken down. In the 80 north the lode has not been taken down since we cut through the cross-course; in the winze, sinking below this level, to the south of Johnson's shaft, the lode is producing silver-lead ore. At the north mine, in the 100 fm. level, driving north, the lode is 1 ft. big, composed of sugary spar, with spots of silver-lead ore; in the south end we continue to open ground that will work in low tributes; rising in the back of this level, the ground is soft, with occasional bunches of silver-lead ore. In the 90 fm. level south we are opening ground that will work at a moderate tribute; in the north end the lode is poor; the copper lode, at this level, is 2 ft. wide, of a promising character. In the 70 fm. level it is split in small branches. In the 40 fm. level north, the lode is producing silver-lead ore, the ground is soft for driving. In Kelly Bray, the lode at this level is 15 in. wide, of a kindly appearance, with favourable ground for driving. The count-house shaft is holed to the 80 fm. level; the shaft at Kelly Bray is 9 fms. deep; the water is much decreasing, and ground favourable for sinking. We sampled, on the 6th inst., 100 fms. of silver-lead ore.—J. T. PHILLIPS: March 8.

CARMARTHEN CONSOLS.—We have this month cleared up Williams' and Anne's shafts at Nant—the former to the depth of 17 fms., and the latter 9 fms. down to the workings on the lode—but the immense quantity of barytes left as still by the former parties, prevent our coming to an end of ground, until this is brought to surface; I calculate there are upwards of 2000 tons already broken. We have met with good stones of lead in clearing up, some weighing between 30 and 40 lbs. At Glantowy we have cleared up a perpendicular shaft sunk by the last party, for the purpose of cutting the east and west lode, but it proves to be on the wrong side of it. By driving the cross-cut from the bottom of this shaft, 10 fms. 4 ft. west, we shall cut three lodes 9 or 10 fms. under the adit, all of which have yielded a quantity of ore at the surface, and may be reasonably expected to prove equally or more productive in this level also.—THOMAS WILLIAMS: March 8.

CUBERT SILVER-LEAD.—The ground in the 35 fm. level cross-cut is hard and wet; the men, however, are getting on in driving as well as can be expected. In the 25 fm. level west, the lode is 2 ft. wide, composed of mundic, but at present poor for lead; east at that level, the lode is from 2 to 3 ft. wide, yielding some good work for lead, a very promising level. In the 15 fm. level west, the lode is 10 in. wide, saving work; the eastern end here, lode 2½ ft. wide, 1 ft. of which is pretty good work, this also is a very kindly end. The tributes are working well, but nothing new to notice since last week's report in that department.—R. ROWE.

DRAKE WALLS.—The engine-shaft is down to the 50 fm. level; the summen have taken to stone east at 3l. 7s. 6d. per cubic fm.; the branches are not very good to start with, the shaft being poor for the last 2 or 3 fms., but the ground in the shaft softer, disordered by a slide. In the slopes, east of engine-shaft, below the 40 fm. level (by 9 men), price 3l. 6s. per cubic fm. stinted this month, good branches of tin; the end under the arch, below the 40 fm. level (by 2 men), price 9l. per cubic fm., stinted the month, and to be paid half price for all above the cubic fathom—good branches of tin; we have shortened hands here, in consequence of the slopes being so far behind, and the stuff become expensive to remove. An end, west of machine-shaft, at the 50 fm. level (to drive by 6 men), paid 9l. 10s. per cubic fm., and to be paid half-price what is above—good branches, but ground hard; the back of the 50 fm. level (to stop by 6 men), price 3l. 6s. per cubic fm., producing good work. The slopes, east of machine-shaft, under the arch of the 33 fm. level (by 9 men), stinted the month, price 3l. per fm.; we have suspended the 33 fm. level, under the arch, for a while; it is gone down 10 fms. ahead of the slopes, and it is expensive in shifting the stuff; the branches are very good in this end; it is got through the disordered ground, as remarked in last report: the slopes, at footway shaft (by 2 men), price 3l. 6s. per cubic fm., stinty, but not rich. We have a great quantity of stuff broken at this shaft, and shall commence drawing from it next week, by virtue of our water-wheel; the machinery is about complete; we then shall be able to supply our new for us in our next sampling. We shall commence calcining next week. I hope, by the 6th of April, which will be two months from our last sampling, to get as much tin as we had last, if our stamps can keep off the stuff, as fast as we can break it—but I doubt it. Our crusher should now be in course, but I see no chance of our getting the castings for a fortnight to come; the masonry and carpentry is all in order to take the castings. The tributes will be ready in a few days with their parcel, but it will not be 5 tons.—RICHARD WILLIAMS: March 6.

EAST TAMAR CONSOLS.—At Whitton, the shaftmen have commenced sinking Hitchins's shaft under the 60 fm. level. The lode in the 60 fm. level, north and south, is 18 in. wide, producing good work. The lode in the 54 fm. level, south lode, is small, ground hard at present, being under the same run of ground as was in the 46 fm. level. At Furzehill, the shaftmen have commenced sinking Harrison's shaft under the 46 fm. level, the lode is 2 ft. wide—a very kindly-looking lode. The lode in the 46 fm. level north is 2 ft. wide, fluor-spar, and some good stones of silver-lead ore; the lode in the 46 fm. level south is 20 in. wide, good saving work. The lode in the 38 fm. level north is 1 ft. wide, fluor-spar and ore; the lode in the 38 fm. level south is 15 in. wide, producing very good work.—B. ROBINS: March 9.

GREAT MICHELL CONSOLS.—The engine-shaft is down below the 22 fm. level, 9 fms., the lode in which is without important alteration, producing rocks of ore, intermixed with fluor-spar and mundic.—T. RICHARDS: March 9.

GUNNIS LAKE.—At Chilworth, the lode in Barby's engine-shaft is improved in appearance, being 3 ft. wide, producing some very fine stones of grey and yellow copper ore, altogether more promising than for some time past. The lode in the 12 fm. level west is 2½ ft. wide, composed of capel, gossan, and spar; in this level east we have cut a branch about 1 ft. wide, but intend driving a little further south, to ascertain if it is the main lode.—J. RICHARDS.

HAWKMOOR.—The lode in the 15 fm. level, east of Hitchins's shaft, continues 2½ ft. wide, producing good stones of ore.—P. RICHARDS: March 9.

HOLMBUSH.—The diagonal shaft is sunk about 14 ft. below the 120 fm. level, in which are no less than 6 branches, varying in size from 2 to 5 in. each branch, containing copper ore, mundic, and spar, and the ground at present favourable for sinking; the lode in the 120 fm. level, west of the great cross-course, is 1 ft. wide, composed of spar, mundic, and spots of ore; the backs of this level west last month stopped, is now set on tribute, at 5s. 6d. in the 13l.; the lode in the 120 fm. level, east of Hitchins's shaft, on the north part, is 20 in.

wide, composed of mundic, spar, and stones of ore. The lode in the 110 fm. level, east of Hitchins's shaft, on south part, is 6 in. wide, of soft spar and rich yellow copper ore; the 110 fm. level, west of the lead lode, is suspended, and we have increased the number of hands, to drive the 120 fm. level east; the lode in the 110 fm. level south, is 20 in. wide, composed of spar and prian, bespangled with lead; in the winze, below the 110 fm. level, between the great cross-course and the slide, being sunk as deep as the back of the 120 fm. level, we have suspended, and are daily expecting to make the communication with the 120 fm. level west; the lode in the 110 fm. level south, is 20 in. wide, and worth 10l. per fm.; and is, for the present, suspended, and the men set to rise over this level for air; the lode where they will commence rising, is worth 25l. per fm.; we cannot possibly drive the level at the same time. The lode in the 90 fm. level south, is 20 in. wide, composed of spar, flookan, and lead.—WILLIAM LEAN: March 9.

KIRKCUDBRIGHTSHIRE.—The lode in bottom of Stewart's shaft, sinking under the 30 fm. level, is upwards of 4 ft. wide, worth 12l. per fm.; the lode in the end west, in the 30 fm. level, is also large, worth 6l. per fm. for lead; in the end east, in the same level, the lode is 4 ft. wide, with a slight mixture of lead; the slopes in roof of this level, both east and west of shaft, look well, worth from 9l. to 10l. per fm.; the same will apply to the slopes east of the winze. The lode in the 20 east, as also the adit end, continues poor. We are pushing the dressing, and, indeed, the whole of our operations as vigorously as possible. On Monday last, the 1st inst., we shipped 37 tons 4 cwt. of lead ore for the Holywell market, and we propose doing what we can to ship another small cargo by the end of the present month, or early in next.—J. BUZZO.

LANIVET CONSOLS.—The leader part of the lode, in the 80 fm. level, east of Elizabeth shaft, is 1 ft. wide, producing a little ore. In the 80 west, the leader part of the lode is 2 ft. wide, producing some good stones of ore. We expect in a few days to hole the winze coming down from the 60 west of Elizabeth shaft, the lode in it is much as last reported. In the 30 fm. level, east of Elizabeth shaft, the leader part of the lode on the north is 2 ft. wide, producing some good saving work. We expect to have for our sampling on Monday next, 96 tons of ore.—H. WILLIAMS.

LEWIS.—The lode in the 60 east is 18 in. wide, producing some good work for tin, and we expect, in driving 3 fms. further east, to get into the intersection of a south lode, which we cut in driving a cross-cut south, 3 fms. west from the present end—this south lode is worth about 6l. per fm. for tin. The lode in the 60 west is 2½ ft. wide, yielding some tin, and very promising. The lode in the 50 east is 18 in. wide, worth 3l. per fm. for tin; the 50 west, on south branch, is suspended, in order to put the men to rise at the back against Hicks's winze, where we have a good branch of tin; opening ground that will work at 1s. 3d. tribute. The lode in the 40 fm. level end east is 2½ ft. wide, worth 10l. per fm. for tin. The lode in the 30 east is 2 ft. wide, worth 6l. per fm. for tin. I think our tribute pitches are looking better than I have ever seen them, and our prospects, generally speaking, are much improved.—S. S. NOELL: March 6.

LOSTWITHIEL CONSOLS.—The adit end is now 33 fms. in the south hill, and the ground is set at 25s. per fm. Since the intersection of the lode last reported, the cross-course, rather counter, has increased in size, and improved in quality (properties not always combined in things of the kind); it has varied from 3 to 5 ft. in width, and its elements are strongly indicative of copper ore; behind us it seemed to promise lead, and spots of lead were visible—perhaps this change for the better may arise from the influence of the lode through which it has passed; we are not sure that it has not carried that lode some way with it. We have carefully dialled the lode, and find its average course to be 30° west of south, so that, according to the mining parlance of the district, it may be styled a canter, and not a cross-course—at any rate it is by no means cross for us, as it will well answer our purpose, as a means of cheap communication with our many south lodes, at the different levels, which we hope to extend southward from our engine-shaft; herein it will be of value to us, moreover, it may not only help us to explore our east and west lodes at much less expense, but, perhaps, it may help them to form richer deposits of ore in its vicinity, and thus prove of double service to our adventure. From our calculations, we deduce the expectation of seeing the lode marked No. 5 on the plan in the course of 10 days, and that, too, at a depth of 9 or 10 fms., and about 20 fms. from the lode last cut. From the dryness of the weather, and the consequent state of the springs, it is not improbable that we may be able to resume our sinking very shortly; this is most desirable, and as soon as possible we shall make the attempt, we might then continue the exploring and unwatering level by two men, and employ the main force in the shaft; the test of the propriety of this measure will be the ability to draw the water by horse-power, at the same cost as, or less than, that of steam-power, when the latter shall have to perform the same duty. Speaking of steam-power, it may be observed, that the arrangements for the accommodation of the said power are being rapidly completed: the engine-house approaches its intended height, one side of the boiler-house is built up (the other being left till its occupant shall be safely lodged), and the stack is progressing very satisfactorily. The masons are doing their work well, and the strictest economy pervades the varied operations above and below surface.—J. OXFORD: March 10.

MENDIP HILLS.—Our operations in the slag department, since my last report, have gone on very satisfactorily, both as regards progress and quantity of slags extracted; we are now opening through a bed of slags, between 9 and 10 ft. thick, and continues several feet below the present bottom of our trench, with only 6 ft. of rubbish on the top of it. As I have reason to suppose we shall find the slags near the bottom most rich in lead, I think we should not do amiss by going back and bringing in another slope 5 ft. deeper than we now are, which will take the bottom, or hill, at the commencement of the slag ground, however this I shall be better able to decide on in the course of a day or two, as there are now being sunk trial pits further up the valley than we are now working, in order to prove, as near as possible, what we have before us. The appearance of the lode in the shaft continues much the same, composed of quartz, iron, and a little flookan, about 2 ft. wide—this shaft is sunk 18 fms. 1 ft. below the 38 fm. level, the ground is rather hard for sinking. In the 38 fm. level, driving south, the lode is still very large, composed of soft white spar, flookan, and spots of lead.—F. C. HAEFUR: March 8.

NORTH ROSKEAR.—By ore sold, 4732l. 10s. 1d.; cost for December and January, 4105l. 12s. 1d.—617l. 18s.; in pursuer's hands end Nov., 2087l. 0s. 7d.—2704l. 18s. 7d.; from which deduct dividend 10l. per 1.70th share, 700l.; leaves now in hand, 2004l. 18s. 7d.

PENTUAN WHEAL MARY.—I have great pleasure in informing you that, in our experiments at Pentuan Wheal Mary, during the past week, we have discovered, by costeaning, a lode near the stream work in the valley, the back of which is of a very promising nature—it is a great distance south of the adit already driven, I have, therefore, directed the men to open on the course of it. The ground in which this lode is embedded appears much decomposed, and I think our driving will not be expensive; next week I shall be able to give you more information respecting it.—J. HITCHENS: March 8.

SILVER VALLEY.—The engine-shaft is sunk 6 fms. 3 ft. below the 40 fm. level, and the ground is more favourable; we anticipate that the tin lode will improve in depth, if the ground continues as at present in the bottom of the shaft. The silver lode in the slopes, in the back of the 80 fm. level east, is about 15 in. wide, composed of flookan, carbonate of iron, and a little silver. There has been nothing done in the western slopes since last report, as we have taken the men from there to work on the silver in the 20 fm. level west; in this level the lode has split into two parts, and the branches are again approaching each other, going west; the north part is about 1 ft. wide, producing saving work, and the south branch is 6 in. wide, chiefly flookan and carbonate of iron; should they continue their present course, a junction will be formed not far from the present end, where we fully expect the lode will be again more productive. In the 10 fm. level east the lode is still divided into branches—each of which looks kindly, although the ground on each side is a little disordered with cross branches. At Callington Commons, in the adit end, driving west, the silver lode is at present small, composed of carbonate of iron, mundic, flookan, and a little mica. At Wheal Brothers, we are preparing to clear the deep adit, on the course of the silver lode west, towards Oak shaft.—SAMUEL RICHARDS: March 8.

SOUTH TAMAR UNITED.—We are clearing and securing Monday's shaft to the adit level, which I hope will be completed in about eight or 10 days, thereby making it convenient for clearing the adit. The engineers are still engaged putting in the machinery.—B. ROBINS: March 9.

SOUTH TRELAUNY.—Soby's lode, in the adit south, is 2 ft. wide, composed of white kyllas, spar, and gossan, with a kindly appearance; the ground in Snell's shaft is a little harder—water quick, down 13 fms.—W. JENKIN.

TRELEIGH CONSOLS.—The 110 fm. level cross-cut, at Christie's, is driving in the country. In the 100 fm. level, east of ditto, the lode is 2½ ft. wide, very promising, with stones of ore; the 100 fm. level, west of ditto, is driving in the country; Garden's shaft, below the 90 fm. level, is sinking in the country. In the 90 fm. level, west of ditto, the lode is 18 in. wide, but very little ore, though rather more kindly. In the 80 fm. level, west of ditto, the lode is 3 ft. wide, rather better than last week for ore, not to value; in the 80 fm. level, east of ditto, the lode is 2 ft. wide, worth 20l. per fm. In the 70 fm. level, west of ditto, the lode is 2½ ft. wide, but not much ore. In the winze, below the 60 fathom level west, the lode is 2 feet wide, producing a small quantity of ore. In the 70 fm. level, west of Good Fortune, the lode is 3½ ft. wide, worth 8l. per fm. In Symons's shaft, below the 60 fm. level, the lode is 3 ft. wide, and more ore, but not to value. In the winze, below the 44 fm. level, west of ditto, the lode is 2 ft. wide, worth 3l. per fm. In the 20 fm. level, west of ditto, the lode is 18 in. wide, worth but little for ore.—WILLIAM SYMONS: March 6.

TRELOWAREN.—In driving the adit level west, a north and south lode has been cut—this lode is about 2½ ft. wide, composed of flookan, tender spar, and lead occasionally; and, in driving south on the said lode, about 15 or 16 fms.,

a canter lode has been intersected, running about south-east and north-west, and have driven on the said lode, in a south-east direction, about 25 to 30 fms. They have also sunk two winzes on this lode—one 5 fms. 8 ft., and the other 4 fms. 3 ft.; this lode is about 12 in. wide, composed of mundic, jack, and good stones of lead. These lodes, I should say, have a promising appearance to make good at a deeper level, and are in a good channel of ground, and I think deserve a further trial; should the parties think well of doing so, I should recommend them to sink one of the adit shafts, which would cut the north and south lode, perhaps, 10 or 12 fms. under the adit; and, in driving south on that lode, within 20 fms., they would cut the canter lode; I think it would be very desirable to see those lodes 20 or 30 fms. under the adit, which I should think would not require a great outlay, as a small engine would do this work at that depth; but I should not recommend any further operations at the adit level.—S. LAWRY.

TRESAVEAN.—The 286 fm. level, west of old shaft, is worth 60l. per fm. The 272 fm. level, west of do., produces about 7 tons, and is worth 45l. per fm. The 248 fm. level, west of ditto, is about 2 ft. wide, producing little ore. The 176 fm. level, west of Treweek's shaft, is 3 ft. big, producing about 2 tons per fm. Wheal Bays is poor at present. The old east shaft, below the 286 fm. level, is producing stones of ore. The rise, in the 248 fm. level, against Treviskey's shaft, is producing one ton of ore to a fathom. The lode in the 236 fm. east is 20 in. big, is producing about 8 tons per fathom, or worth 22l. per fm. In the 200 fm. level, 28 fms. east of the shaft, the lode is 4 ft. big, producing 7 tons, or worth about 40l. per fm. In the 288 fm. level, 2 fms. east of shaft, the lode is 18 in. big, with stones of ore, and very promising. In the 176 fm. level the lode is producing good stones of ore. In the shaft, sinking below the 236 fm. level, the lode is large, and worth 40l. per fm. It is expected that about 340 tons will be sampled this week, and about the same quantity the next two months.

UNITED HILLS.—In the 90 fm. level nothing has been done the past week, in consequence of the water. In the 80 fm. level, eastern end, the lode is 2½ ft. wide, worth 10l. per fm.; west of cross-cut the lode is 18 in. wide, worth 14l. per fm. In the 70 fm. level, eastern end, the lode is 2½ ft. wide, worth 6l. per fm.; in the slopes the lode is 3 ft. wide, worth 20l. per fm.; in the shallow adit the lode is 3½ ft. wide, worth 3l. per fm. At Wheal Charles, in the end of the 50 fm. level, there has been but little done during the past week; the men have been engaged putting pitwork in Turton's shaft. In the 40 fm. level, eastern end, the lode is 2½ ft. wide, worth 10l. per fm.; in the winze the lode is 6 ft. wide, worth 12l. per fm.; the lode in the slopes is 3 ft. wide, worth 18l. per fm. At Wheal Sparrow, in the slopes, back of the 40 fm. level, west of Turner's shaft, the lode is 2½ ft. wide, worth 15l. per fm. In the 30 fm. level the lode is 4 ft. wide, worth 10l. per fm.; in the adit level the lode is 1 ft. wide, producing some stones of ore.—T. TREVENEN; ROBERT WILLIAMS: March 9.

WEST WHEAL JEWEL.—In the 115 fm. level east, on Wheal Jewel lode, the lode is 20 in. wide, producing some stones of yellow ore, not looking so well as when taken down—driven last month, 2 fms. 1 ft. In the 100 fm. level west, on the same lode, the ground is very hard for driving, lode 6 in. wide, worth 3l. per fm.—driven last month, 5 ft. 6 in.; in the winze, in the bottom of the 100 fm. level, on the same lode, the lode is 2 ft. wide, producing but little ore—sunk last month, 3 fms. 3 ft. In the winze, in the bottom of the 85 fm. level, west of cross-cut, on the same lode, the lode is 18 in. wide, composed of spar and peach, with some ore—sunk last month, 1 fm. 3 ft. 6 in. In the 70 fm. level, west of Williams's cross-course, on the same, the lode is 9 in. wide, worth 5l. per fm.—driven last month, 1 fm. 1 ft. 6 in. In the 12 fm. level, west of Quarry shaft, on Tolcarne tin lode, the lode is 20 in. wide, worth 10l. per fm.—driven last month, 2 fms. 3 ft. 6 in.; in the winze, in the bottom of this level, on the same lode, the lode is 2½ ft. wide, worth 25l. per fm.—sunk last month, 1 fm. 4 ft. 6 in.; the slopes, in the back of this level, are worth 15l. per fm.—stopped, 6 fms. 3 ft.; the winze, east of Quarry shaft, in this level, is communicated to the 80 fm. level; a pair of men are put to drive the 30, west of Quarry shaft, on Tolcarne tin lode—sunk last month, 3 fms. 1 ft. 6 in.; in the 12 fm. level, west of old sump shaft, on the same lode, the lode is 9 in. wide, worth 6l. per fm.—driven on lode, 1 fm. 3 ft. 6 in.; on cross-cut, 2 fms. 4 ft. 6 in.; in the adit end, west of Quarry shaft, on the same lode, the lode is 9 in. wide, worth 7l. per fm.—driven last month, 2 fms. 3 ft. 6 in.—R. JONES.

WEST WHEAL MARIA.—The eastern engine-shaft is down about 32 fms. 3 ft.; the lode in the shaft is much the same as last reported, producing good stones of ore. The western engine-shaft is down below the 54 fm. level 9 ft., where we intend to put in bearer and cistern, and to fix a 11-in. drawing lift; the lode in this shaft is 2 ft. wide, producing spots of ore in places. In the 54 fm. level, east of this shaft, the lode is about 2 ft. wide, producing a little ore; in the cross-cut south in this level the ground is hard for driving.—T. RODDA: March 9.

WHEAL AGNES.—The lode in the adit level still continues 3 feet wide, producing good stones of silver-lead ore.—B. ROBINS: March 9.

WHEAL ADAMS.—The lode in the 60 fm. level south is split in branches—these branches contain spots of jack, mundic, lead, and spar; the ground is favourable; and to facilitate the driving of this level, to unwater the 50 fm. level south, on the western silver-lead lode, which at present is breasted up and obliged to be suspended, we have increased the number of men to six, to drive at 2l. 10s. per fm.; when extended far enough south, we shall commence rising above the back of the level, as we have hitherto done in similar cases. The eastern lode in the 50 fm. level south has not been taken down during the past week; the lode where it was last cut through is 2 ft. wide, composed of jack, mundic, and lead; the latter is disseminated throughout the lode, and is worth 5l. per fm. The western lode, in the 40 fm. level south, is 2½ ft. wide, composed of spar, mundic, and lead, worth 6l. per fm.; we have also commenced a cross-cut, north of the old engine-shaft, to drive west to intersect the western silver-lead lode, and, agreeable with the dialling, we shall have about 10 ft. to drive to intersect it; when this is accomplished, we intend to continue the 40 fm. level north on it, and to unwater the bottom of the old engine-shaft and level, in order to prove the north part of the mine; at present we cannot—there being so much level lost; in the old level, on the eastern or jack lode, the water is 3 ft. above the back of the plat; we are, likewise, preparing to clear out, secure, and drive the 28 fm. level north, on the same account. The ground in the 28 fm. level west is still in the elvan course; but is more moderate—being set at 3l. 15s. per fm., a few feet behind this end, a small branch of hard spar is intersected, spotted with yellow copper ore and mundic—at present worthless; but we cannot say what it may produce at a greater depth, or in connection with the western copper lode we are driving towards, should they form a junction. Our tribute department, on the whole, is looking much the same as last reported on; in addition to which, we have this day (as will be seen on reference to the setting list) set a pitch at 5s. in the 12 north of the winze, in the bottom of the 40 fm. level, on the eastern lode; we have, likewise, been advised by Capt. T. Bawden of his intention of weighing off the 100 tons of rosin jack on the 22d. We have at this time about 20 tons of lead, dressed on the mine, at the cellars, and we fully anticipate making it 30 tons against this day week to offer for sale.—WILLIAM LEAN.

WHEAL BARBARA.—I was highly pleased yesterday at seeing such fine branches of lead broken in the shaft, not one branch, but many, run through the ground, generally about a finger big; I know not what this can be, less than an assurance of a great body of lead when we get down to the stock; I could say more, but do not like to stake my credit so fully as to allow you to fix your future opinion, by the result of this one experiment. I have been at the mine, with the exception of six hours, from Monday, 7½ A.M., to last evening, considering my presence quite necessary to the well-being of this important undertaking. I hoped to have holed the Quarry shaft to the rise yesterday with my own hands, in so doing I got very hot, and sweat much, and afterwards having a very strong and cold north-east wind (to which quarter the mine is exposed), I got very cold, and came back here at once, tired, hungry, sleepy, cold, and dirty. I have to attend to-day to carpenters, founders, and smiths, who need quite as much urging to action as miners.—J. GRAY, C.E.: March 10.

WHEAL BENNY.—We have cut a very promising lode on the common, 20 fms. south of the southern run of costean pits, which you will see marked on the plan; it is 5 ft. wide, composed of gossan, soft spar, and flookan, and in a beautiful strata of ground: we have put the men to open on it 100 fms. further east, which will enable us to speak more fully as to its character and bearing. This is entirely a new lode, there is not a single pit to be seen on the back anywhere. Our engine keeps the water well, and the men are getting on with all possible speed with sinking Ford engine-shaft. The water is very quick in the winze. [We will send you a general report of the mine in time for the meeting.]—T. M. PENALUNA: March 11.

WHEAL CONCORD.—I have effected various changes in the number of hands employed at different levels, which will have a salutary influence on our future proceedings, by diminishing the expenditure several pounds per month, and materially augmenting our returns of lead. In the 58 west, the lode is 2 ft. wide, producing stones of lead from the top to the bottom of the end, and the surrounding strata strongly mineralized. This I consider very encouraging. The lode in the 28 west is 1 ft. wide, unproductive at present. In the 20 west the lode is 2½ ft. wide—soft spar, flookan, and stones of lead. The slopes in the bottom of the 10 are very good, and I calculate we shall raise from 15 to 18 tons of lead from these during the present month. The ground in the 38 cross-cut south is moderate, and it is probable we shall intersect one of the south lodes previous to next setting day. There are 14 tons of lead dressed, of a similar quality to that last sold.—J. B. CLYMO: March 11.

WHEAL FRANCO.—Since Capt. Edwards has had the management, from Sept. last, the whole of the arrangements of the mine have undergone a complete revision (not the least of which is the letting nearly all the work, either by tribute or tutwork); at the surface, the dressing floors have been altered and enlarged, a small water-wheel erected to work three jiggings machines, and another preparing, and will be at work in two or three weeks; the stamp floors have been laid with timber, by which much ore is prevented from being

amassed, and placed that the pits empty themselves instead of the usual labour being required. The effect is that, instead of our dressing capabilities being barely equal to the output, it will shortly be equal to 300 tons, with a saving of at least 25 per cent. Underground, the shaft has been sunk 15 fms. below the 32, and the level driven 8 to 4 fms. towards the lode; different parts of the lode have been laid open, and are now working on tribute from 5s. to 13s. 4d. per 12 sterling; 18 pitches are let—one in the back of the 10, let to two men at 10s. per 12, will, it is expected, turn out 100 tons of ore in two months, with a large piece of lode remaining, of which nothing was known before this pitch was taken. In the 30 fm. level, a piece of lode, above 20 fms. long, which had not been seen from surface, is nearly laid open, and will shortly be ready to work on tribute. I do not consider the returns for the last six months any criterion of the capabilities of the mine; but they have been sufficient to confirm the favourable opinion entertained of it. Our samplings will now begin to increase, and the dressing the ore more regular and better; the jiggling machines answering well, and making us independent of the boys, who sometimes will not work, and at other times doing it badly. Our next sampling will be about 200 tons. The summary is that, during the last six months, the proceeds have been about equal to cover the current expenditure, and the cost of alteration and improvements, including carpenters' shops, coal yard, and two of Brunton's Frames, for dressing the waste ore. The latter will, I hope, pay a profit of 20s. per month. Sir Ralph Lopes has lately lowered the dries to 1-20th for three years, from October last. There is a course of ore gone down in the bottom of the 32 fm. level, about 30 fms. long; this looks well for the next level.

WHEEL WALTER.—The working of this mine, pending the settlement of the call last made, in order that the mine may be entirely freed from debt, has been suspended. It is proposed to resume the working in a short time at a much diminished cost, which has lately been considered as higher than the prospects of the mine warranted; the engine-shaft has been sunk on C lode 80 fms., and cross-cut driven east and west at that and the 20 fm. levels. The B lode, a very promising one, shows spots of lead ore.—March 13.

FOREIGN MINES.

WEST INDIA AND MEXICAN MINES.—The *Medway* Royal Mail steamship arrived at Southampton, on Tuesday evening, with a large and valuable freight of gold-dust, gold, &c. Her dates are—Jamaica, Feb. 8; Demerara, 3; Trinidad, 5; Grenada, 12; Gaudalupa, 14; St. Thomas, 16. Her freight comprises \$391,718 on merchants' account; \$130,000 in gold and gold-dust; 1567.8s. British coin; 22500l. in pearls; \$20,000 in old silver; 155 cases of cigars; 94 serons of indigo, &c.

ALTEN MINES.—Mining Report from the 13th to the 23d Jan.—*Raipas*.—The discovery in Monk's shaft, on further trial, proved to be only a very circumscribed bunch of ore, and extended only a few feet on each side the shaft; it, however, yielded some good returns during its short duration. The men are again employed in sinking this shaft towards the 10 fm. level cross-cut, where a communication must be formed, before the new lode, discovered at that level, can be explored. In the course of next month we expect to complete the shaft to the 10 fm. level, and shall immediately afterwards resume the level easterly towards the spot where the ore, in Labouchere's lode, appears to dip. The workings in Labouchere's lode continue both productive and promising; the ore has lately been divided, and the best part appears towards the north-east—but towards the south-west the ore is equally good, although the lode is not quite so large. The produce of Carr's lode has been rather more fluctuating—but, on the whole, the returns have been good, as have also those from the stone on the lode discovered to the north-west of Labouchere's lode. Our returns will experience a material increase during the present month, notwithstanding the highly-unfavourable state of the weather, and short days—many of which, from the clouded, thick atmosphere, have not exceeded one hour of dim twilight. The stormy, rainy weather has continued almost unabated since my last report; and, in consequence, only one cargo of ore has since been brought to the smelting-house. The ore slop sustained some damage whilst taking in a cargo of ore last week, and must again be hauled up, and repaired. The snow is almost disappeared from the ground, and almost every part is covered with ice, which, for a time, completely puts a stop to the ore driving. None of the Quenangan people have arrived; they have probably been prevented from coming by sea, by the boisterous state of the weather, which has now continued, uninterruptedly, since the new year set in.

United Mines.—The level has improved, the lode is large, good, and more regular than heretofore. The slopes are without change, or if any alteration can be noted, it is a slight improvement. The tributaries at Woodfall's are also making better returns, but the long continuance of wet weather renders the workings both difficult and dangerous.

Roper's.—The workings, on the whole, are much deteriorated within the last few days; the roof is poor, and the sink yields far an indifferent produce, principally stamps' ore. The new lode makes fair returns, but also somewhat less than formerly. Next month we propose making such alterations as will enable us to employ the men more profitably.

Manser's.—The south-west slope is less productive than formerly, but the foot slope is improved, as is also the mine under the adit. On the whole, the prospects of this mine continue favourable.

Michell's.—The exploratory workings, towards the south-west, have been less successful than that towards the north-east, where the lode in the level continues to yield a small quantity of good ore. Next week, we propose stopping the back, previous to sinking a winze, for exploring the lode in depth; some tributaries at this mine are also making fair returns.

Cole's continues promising; next month, the workings will be so far advanced as to enable us to stop the side of the sink.

Quenangan is still without change—at least, there is no deterioration in the slope now working.—S. H. THOMAS.

ANGLO-MEXICAN MINES.—Guamuxato, Jan. 25.—The operations of the past month, in the mine of Asuncion, have been as follows:—

Week ending	Memoria.	Sales.	Loss.
Dec. 26.....	\$ 629 3 1	\$ 892 6 0	\$ 263 0 2
Jan. 2.....	431 0 6	850 1 0	6 0 0
9.....	471 1 0	541 7 0	200 1 6
16.....	519 6 6	298 2 0	370 8 6

Loss in the four weeks \$ 779 7 2

Total cargo sold, 440; average price, \$5 7-10 per carga.

We had just begun to entertain lively hopes in San Casimiro, from a little frenté that we were driving; but, during the night of the 8th inst., the water from Buen Suceso, had found its way into the lode, in consequence, probably, of a natural rent, or fissure, which had not been observed—and in the end completely drowned that working. I was immediately consulted on the subject, and went and visited the mine; after deliberately considering the matter, I determined to go to the expense of getting out the water, for two reasons: first, the hope of being repaid by the high ley of gold, which had begun to show itself in the ore; and secondly, I have reason to think, that if we had abandoned that particular point in the state it was in (full of water), it would have brought on a lawsuit, and I believe the board would have been always avoiding such a contingency. For a few weeks it is to be all the water, I hope to be able to sink 6 or 7 varas; and, with the assistance of hand pumps, I hope this will enable us to break ore to this depth along the whole bottom of the level. The sinking of San Fernando shaft is very tedious and costly, 24 varas is all we gained last month. The cross cut of Esperanza has continued in horizontal veins of quartz, without silver. The shaft of San Gemaro sinks about 24 varas weekly, and is about 50 varas deep. I enclose the monthly report of the Hacienda of Centro Senora, from which you will perceive that this hacienda has surpassed all others in the results obtained—in the reduction of the ore, and in the costs. The total costs of reduction, without quicksilver, on 731 montones washed, being \$9-46 per monton, and with quicksilver \$15-64.

BOLANOS MINES.—Extracts from a letter dated Zacatecas Jan. 16:—**EL BOTE MINE.**—The falling off of the ores in quantity and quality, which I reported in my last, continued to the end of the month; but since the beginning of the present, we have managed to increase the extraction again, by pushing some works in the pillars in the west and east roofs of the level of Guadalupe, which have opened large stopes of ore, and our leys have again improved, and our raising of ore again amounts to 2000 cargas weekly. The west end of Guadalupe continues almost barren, the ore in it is only 1 vara wide, and of poor quality. The continued, and even increasing, productiveness of the east end of Guadalupe, compensates in part for the failure of the west end; the ore here is now 6 varas wide, and of good quality. To prepare a reserve for the future, we have opened a winze in Guadalupe, which is quite of the water, I hope to be able to sink 6 or 7 varas; and, with the assistance of hand pumps, I hope this will enable us to break ore to this depth along the whole bottom of the level. The sinking of San Fernando shaft is very tedious and costly, 24 varas is all we gained last month. The cross cut of Esperanza has continued in horizontal veins of quartz, without silver. The shaft of San Gemaro sinks about 24 varas weekly, and is about 50 varas deep. I enclose the monthly report of the Hacienda of Centro Senora, from which you will perceive that this hacienda has surpassed all others in the results obtained—in the reduction of the ore, and in the costs. The total costs of reduction, without quicksilver, on 731 montones washed, being \$9-46 per monton, and with quicksilver \$15-64.

SAN CLEMENTE SETA.—Since the end of the year, I have ceased all work in these mines, maintaining only the drainage at the level of La Luz, until 24th inst., when the mines are to be delivered to the owners.

SAN FRANCISCO DE PAULA MINE.—The lode cut in the cross cut, No. 3, have continued productive of good ore; and, since last week, especially, the buzones have been very profitably employed in the bottom, where the ore is in the first vein fully a vara wide, and in the "communion," although narrow, it is extremely rich; they are working in water, and cannot continue long until the lode is drained by our 4th cross-cut. The raising has been from 60 to 100 cargas, of the average ley of 15 mca., which is now probably higher. The west end of Rayas, on the 2nd level, has advanced rapidly, and is now in about 30 varas; at present the ground is not quite so good for driving, but we persevere with it, to communicate with the winzes of Buen Suceso, and San Miguel, which will provide good ventilation, and convenience for working those winzes which are also in ore. Cross-cut No. 4, was commenced the first week of this year, at 20 varas below No. 3 level. Owing to the difficulties of driving this work, and sinking the shaft at the same time, very little progress has been made; and, as it is necessary to secure a respectable camp, before we break into the water of the lode—it is probable we shall suspend the cross-cut till the pump is made. A bunch of bronze was found, isolated in the country, assaying 36 mca. per monton, apparently unconnected with any vein; this and the increasing richness of the bottom in No. 3 level, are favourable omens for No. 4. The shaft continues to sink from 1 to 2 varas weekly.

GUANAJUATO MINE.—This mine has preserved its character of richness of its ores and constantness; the raising has continued to average upwards of 100 cargas weekly, the last lot of which has assayed 18 mca. per monton. The ore is broken principally in the bottom of Mayorga and Entremado levels, the north end of the former has lately been panned; but that of the latter has continued to open a rich vein of silver. The west end of 64 vara level, on Calatunga lode, is driving to intersect the Mayorga vein, which ought now to be effected immediately—if it is here found to preserve its character, the mine may be pronounced to be in bonanza. The shaft for ventilation has continued to sink from 2 to 3 varas weekly, and in a couple of weeks more will be down to the Mayorga level; but, unfortunately, this level has taken a wide turn to the north, which will require a cross-cut of 12 varas to communicate it with the shaft; this cross-cut has been driving 2 weeks, 3 varas weekly, so that by next packet, I hope to advise the communication being made.

Statement showing the General Results of the Mines and Haciendas in the Zacatecas District, in December, 1845:—

Mines.	Profit.	Loss.
San Clemente Mine.....	\$ 1727 3 6	
San Nicolas.....	281 3 1	
Malancho.....	435 5 1	
San Rafael (including San Francisco).....	\$ 5799 7 6	
Loreto.....	417 4 3	277 5 5
Celestina.....	2 0 0	
Disputed ground.....	2 0 0	
Hacienda.....	1238 4 7	
	\$11,439 0 7	\$2712 0 5
Deduct loss.....	2,712 0 5	
Profit.....	8,727 0 2	
El Bote Mine—profit on the month.....	\$7600 0 0	

PACHUCA MINES.—Jan. 28.—I think I may now venture to confirm the opinion expressed in my letter of 28th September—viz.: that 20000l. would prove sufficient for carrying out the works at present in hand—if more capital is required, it will be for reduction works. The San Guillermo shaft continues in a very promising vein, producing a little ore of good quality. At San Pedro, we have commenced driving the 70 vara level west; the lode in the end is very large, and I have a wide ore, producing 3 cargas per vara; the level is extended only 24 varas as yet, but when it reaches 5 or 6 varas, we propose to commence stopping the back, which will soon enable us to make returns. I also propose to drive a cross-cut from this level north and south to examine the other parts of the vein, which have not been seen.

REAL DEL MONTE MINES.—Extracts from a letter dated Mineral del Monte, Jan. 28:—The sinking of the perpendicular shaft at Dolores has been hindered about a week during the present month, while it was being secured with timber; the ground, however, appears to be coming firmer, and I trust it will be completed to the depth of the 216 vara level, or bottom of the diagonal shaft, in four months. I noticed in my last that the 157 vara upper level, driving east of Dolores, on the Tapachuca vein, was a very promising place, and the results have verified our expectations, a small quantity of rich ore, however, been extracted, the assaye having gradually increased. The level has already passed through 13 varas of good ore ground; the vein is 2 varas wide, and the mine assays 15 mca. per monton. The Santiago level, west of Dolores diagonal shaft, is at present poor, but it has passed through 60 varas of good ore ground, from which we are at present extracting the principal supply of smelting ore: the stopes below this level, west of San Pablo and San Enrique winzes, have yielded in the last five weeks 346 cargas of smelting ore, assaying 105 mca. per monton, and 1160 of assaye, assaying 11 mca. per monton. An improvement has taken place in the stopes within the last fortnight, and we may expect a corresponding increase in the returns next month—at all events, as soon as the new flat-rods for the drainage are completed, we may calculate on the bottoms being kept dry, and on having a more uniform raising, which will, probably, amount to 115 or 120 cargas per week. The quantity of assaye ore will be increased. In Santa Ynes, adit north, the lode is 2 varas wide, composed of azogue ore, and there is a prospect of its producing a large quantity. The workings on the Acosta and Santa Brigida veins are comparatively poor. The lode in the San Pedro shaft, although not enclosed a bill of exchange on London for 20000l., December expenditure, \$61,064; returns, \$77,670—profit, \$16,566.

UNITED MEXICAN MINES.—Guamuxato, Jan. 25.—*Mine of Rayas.*—I am unable to report any improvement in the state of this mine. Although we have not had any rain for the last four months, the water continues to increase upon us, and excludes us entirely from the lower workings. It has, therefore, become necessary to purchase 100 horses more, for the purpose of placing two additional malacates on the water, both by day and night, to endeavour to avail ourselves of the dry season. The only change that has offered itself, is in the workings of St. Cecilia, where the character of the ground has changed considerably, but without producing any. A few weeks will decide upon the nature and probabilities of this alteration. I enclose Mr. Glenne's monthly report of the general state of the mine, dated 22d inst. By the annexed comparative statement of produce and outlay for the last four weeks, you will observe that the hacienda ores had somewhat increased, and continue to be of fair quality; but the sales on account with buscones have fallen off considerably, and are at present very unsatisfactory.

4 wks. end.	Picked ores.	1 amt. sales.	Outlay.	Excess of Outlay.
Dec. 19.—Ca. 2160.....	\$5,956 3 4	\$ 17,034 7 6	\$11,068 4 2	
Jan. 10.....	4,998 3 4	16,666 0 5	12,067 3 1	

Ca. 210	\$ 126 7 6	\$ 366 7 1	\$99 6 7
Increase.	Decrease.	Decrease.	Increase.

Remittances.—By the conductors, who left this city on the 31st of last month, I remitted to our agents at Mexico the sum of \$30,000 for the purchase of bills on London, and I have instructed them to remit 50000l. to the order of Sir John Easthope, Bart.

Note.—The bill for 50000l., above referred to, has been received.—JOHN MATHES, Sec.

Report on the State of the Workings of the Mine of Rayas, Jan. 22.

La Peximera.—The system, mentioned in last report, is still pursued, as regards the rubbish extracted from this part of the mine, the produce of which is inconsiderable. In the end commenced in the cross-cut of Concordia about 4 varas have been driven by 4 pairs of barmen in the 24 hours; the lode contains nothing more than some exceedingly slight appearances of ore.

San Lorenzo.—From the north-west side of the road, in the direction of San Francisco, a fair proportion of ore of the common classes has been thrown down; whilst some bunches of good quality have also been met with against the upper part of the lode in the points that are now properly covered. The dry walls are being raised with all practicable expedition. A few weeks will decide upon the nature and probabilities of this alteration. I enclose Mr. Glenne's monthly report of the general state of the mine, dated 22d inst. By the annexed comparative statement of produce and outlay for the last four weeks, you will observe that the hacienda ores had somewhat increased, and continue to be of fair quality; but the sales on account with buscones have fallen off considerably, and are at present very unsatisfactory.

San Miguel.—In four weeks 262 varas have been driven in this level—but it must be observed, that in three of the four weeks, there were only five work days in each. In the upper part of the end, the lode continues extremely hard—but towards the lower part, a favourable change has taken place in the formation, which appears to be gradually extending itself over the whole surface of the working. The cross-cut employs three pairs of barmen by day only—consequently, not much progress is made; no alteration has been observed in the general formation of the lode.

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NATIONAL BRAZILIAN MINING ASSOCIATION.

A general meeting of the shareholders in this association was held at the offices, Throgmorton-street, on Monday last, the 8th inst.

EDWARD OXFORD, Esq., in the chair.

A PROPRIETOR inquired, who made Mr. Oxford chairman?—Mr. OXFORD: I am senior director.—A PROPRIETOR: I think we ought to be allowed to elect a chairman.—Mr. JEFFREY: Then I beg leave to call on Mr. Oxford to fill the chair this day.—A PROPRIETOR seconded that motion.—Mr. OXFORD: I am entirely in the hands of the meeting.—Mr. MOUNTENEY: I have some observations to make, which will bear rather severely on Mr. Oxford; and it would, therefore, be unfair, that Mr. Oxford should fill the chair.—A show of hands was then demanded in favour of Mr. Oxford taking the chair.—Mr. OXFORD: Before we proceed to a show of hands, perhaps it will be better to see who is a real shareholder, and who is not.—Mr. MOUNTENEY: I do not know what is meant by a real shareholder; I have not paid up my calls, and I do not intend to do so.—Mr. OXFORD: I do not intend to admit the right of parties to vote at this meeting until I know whether they have paid up their calls from the beginning to the end. My object is peace; but I do not intend to have a show of hands until I know whether those hands are held up by parties who have paid up their shares.—Mr. MOUNTENEY: What is the meaning of having paid up their shares? I happen to hold shares which are at this moment in the course of payment which I have not paid upon, and do not intend to pay upon until after this meeting. If Mr. Oxford recommends peace, and thinks that peace will be most beneficial both to those gentlemen who have shares stamped and unstamped, in the same spirit of peace he would not object to any gentleman acting, whether he holds a stamped share or an unstamped share. There are in the report certain letters given—(Cries of order).—A PROPRIETOR: We have no chairman appointed, and, therefore, cannot proceed to business; it is moved and seconded that Mr. Oxford take the chair.—Mr. MOUNTENEY: I hope, gentlemen, before this meeting be dissolved you will hear me.—A PROPRIETOR: I do not see in what way Mr. Oxford can damage the meeting by occupying the chair.—Mr. HAMILTON: The object of the directors in meeting you to-day is, to give you all the information they possess with regard to the state of your property. We have, as the facts will prove, done the best in our power to promote the interests of every individual shareholder; but difficulties have arisen between the marked and the unmarked shareholders; and it will require the forbearance and the kindly feeling of every gentleman connected with this company to get over those difficulties. It cannot be the interest of any shareholder of this company that we should fall out, and have recourse to legal proceedings. If the difficulties in which we are involved can be compromised on an amicable footing, it will be much better. (Hear.) Mr. Oxford is the senior director of this association; we are the trustees of a large portion of this property, and we wish to do what we can to serve your interest; and in serving your interest, we are serving our own. It depends upon this meeting to-day, whether things are to be brought about, and settled in an amicable way, or to be left all at sea?—Mr. Oxford was then voted into the chair.—The advertisement convening the meeting, and the statement of the directors, were then read:—

REPORT.
The directors having convened this special meeting, at the request of several influential shareholders, take the opportunity of stating, that the prospects of the undertaking are highly satisfactory. During several years of great discouragement, they have incurred heavy liabilities, without asking any assistance from the shareholders; and it is only under the present encouraging circumstances, that they have solicited the co-operation of those whose future advantages they wish to make identical with their own. To participate fully in these prospective advantages, and for the efficient working of the immense mass of auriferous strata already exposed, an advance of 4l. per share has been required—payable by instalments, during the present year. The directors are most anxious to have the case of the unmarked shares decided; they have, accordingly, requested their solicitor to make the necessary arrangements for this purpose. They trust that the difficulties may be overcome without any litigation; and that, in a short time, they may be in a position publicly to announce an equitable and amicable settlement of the question.

Mr. OXFORD.—Gentlemen: the reports lately received from the mines will no doubt be satisfactory to all parties interested in the affairs of this association, as affording proof of the value of the recent discovery, and as reviving the hopes formerly entertained, founded on the character and riches of the Cocoes Mines. Thrown by the dispensations of Providence at a very early age in the interior of Brazil, I became acquainted with the Cocoes Mines, and intimate with its proprietors. At a subsequent period, I bought it on my own account and risk. On my return to England, Cocoes was an object of great competition—a company having issued shares which had been sold at 6l. or 8l. prem.; I might have sold my contract, as is well known by many in the room, for a considerable sum of money—I gave it to this company, for working the Emily Mine. The Emily Mine is my own property; but I suspended the contract for a short time to enable them to carry on the works more vigorously at Cocoes. Such suspension has now lasted 18 years, during which, although the Emily Mine is as rich as any in the province, I have never received one farthing of revenue from it. It is obvious, gentlemen, that the increased importance and value of the Cocoes Mine forces into prominence the question of the marked and unmarked shares. That is a question which must be discussed with mature consideration, and with mutual forbearance; and any clamour or discussion will only tend to postpone, and possibly prevent, any settlement whatever; but, I believe, if the case is met in a spirit of mutual concession and forbearance, that ground may be found for a fair and honourable and equitable decision, consistent with the interests, and congenial to the feelings, of every proprietor. (Hear.) I now, gentlemen, come to the business of the meeting; and I shall confine my remarks as much as possible—because, although I shrink from no question, still I wish to avoid any subject that may bring on an irritating discussion, as my object is peace—for peace is essential to the best interests of the association; and any man that comes here to raise a clamour, is an enemy to those interests. (Hear, hear.) I, therefore, call on the proprietors to put the most fair, the most candid, and the most honourable construction, on the conduct of their directors. I call on them to remember that, if they have assumed to themselves great powers, they have borne great responsibilities; and that every exercise of power has been for the common good—I call on them to bear in mind that, if the shares are now, or ever are to be, of any value, they owe it to the indomitable spirit and patient perseverance of the directors. As for myself, if you were to make me a gift of the Cocoes Mine, and if it were to prove as rich as that of Golconda, you never could repay me for the toil and anxiety, the care and misery, I have endured in upholding a concern which no man in England, except my honoured and honourable friend, Mr. Hamilton, considered otherwise than as a hopeless and a miserable failure—suffice it to say, that, in a case of extreme difficulty, and when the fate of this association was trembling in the balance, Mr. Hamilton and I called on our friend, Mr. Collett, to take a seat in the direction. Happy was it for us—happy for every shareholder—that a gentleman of his high character and standing, his well-known habits of business and great abilities, should have given us an opportunity of calling upon him, by having made an offer of his services as a director in June last. Mr. Collett came to the office—made his own investigations—formed his own conclusions—and, with the nobleness of mind, and the independence of spirit, which belong to him, he consented to aid us in the hour of distress, and to take his seat as a director—therefore, the first business, gentlemen, is to confirm the nomination of William Rickman Collett, Esq., M.P., as a member of this board.

Mr. KEMBLE: I rise to move, gentlemen, that the election of Mr. Collett as a director be confirmed. Whether the mode of proceeding by which he has obtained a seat in the direction be strictly regular or not, I am not here to say; nor do I think it is a matter of any consequence. The services that he has rendered, whether as a director or as a proprietor, have been essential services; and I think, therefore, it may be as well, as he has taken some active steps in the affairs of the association, that we confirm his election. I think it is exceedingly desirable that the purport of this meeting should be confined to that for which we have assembled. The question of the stamped and unstamped shares is one which must raise a difficulty, and perfectly satisfied am I, that the more hostility is manifested between the parties, the less likely are we to arrive at that result which would be satisfactory to all. I am in the situation of one of the original proprietors of this concern, and I hold now just what I held at the beginning—therefore, it is my interest that the unmarked shares should not participate in the profits; but I should apportion taking any unfair advantage for that reason. (Hear, hear.) I say, let substantial justice be done to all parties. I have no hesitation in saying that I attended a meeting here last week, in consequence of a requisition made by some of the large proprietors, to have an interview with the directors—the result of that interview was as satisfactory as we could wish. You have now five directors, and they will take the subject into their consideration, and they will be able to come to a fair decision on the subject, which will be better than any movement on the part of the proprietors. I am willing to bear my tribute to the conduct of the directors; they exhibited to us the state of things four or five years ago. I am willing now to pay my deposit, if it is only a dream of hope; but, from all the accounts, it is something more than a dream of hope; and it would be foolish to throw away the opportunity that now offers itself. I only urge on this meeting that, instead of giving rise to angry discussions—which is the case when a thing turns out unfortunate, and when we are all ready to throw the blame upon one another—we should endeavour to settle it amicably. I throw the blame upon one another—we are now placed in, it would be better to think, under the circumstances we are now placed in, it would be better to leave to the directors a full and fair opportunity of deliberating on this question, and to adopt a line of conduct founded on equitable principles; therefore, I take the liberty of proposing the confirmation of the election of Mr. Collett. I have known him for some time, and I believe him to be a man of great integrity and decision, and his addition to our board of directors will prove a benefit to the society at large. (Cheers.)

Mr. FIDEL: I rise, with great pleasure, to second that motion. I will not go over the ground that Mr. Kemble has already gone over; I must say that I entirely participate in those observations, and I have very great pleasure in seconding that motion.

Mr. OXFORD: It is proposed, and seconded, that Wm. Rickman Collett, Esq., M.P., be a member of the direction.

Mr. MOUNTNEY rose to oppose the motion. His remarks extended to a considerable length against the directors; and he stated there were circumstances of a very painful nature—things done that ought not to be done, and things left undone that ought to be done.—Mr. OXFORD: The simple question before you to-day is, the confirmation of Mr. Collett as a director.—Mr. MOUNTNEY is entering into general questions.—Mr. MOUNTNEY: I have a motion to submit, and I think, when I have submitted that motion, that motion will be carried.—Mr. OXFORD: Is it the pleasure of the meeting that I should put the simple question, whether the appointment of W. R. Collett, Esq., be confirmed, or not?

Mr. BOWER: It is right to state that, in coming to any vote, it is not to be understood that the admission of the unmarked shares to vote is to be a recognition of their shares? This is a sort of compromise for the purpose of peace; but it is not to be understood otherwise than as leaving the question open—it is neither admitting it or otherwise.

W. R. Collett, Esq., M.P., on a show of hands being demanded, was unanimously voted a director.

Mr. COLLETT: In rising to thank you on this occasion, I am in a very peculiar position—one would think I had been seeking high honours and high emoluments, instead of coming forward as I have done. My friend, Mr. OXFORD, stated to me, that the prospects of the undertaking were such as to advise a friend to adopt the direction. In the month of June last, now nearly a year ago, I sent an official letter to the board, stating that, in case of a vacancy, I should be happy to fill it. In the month of January, Mr. OXFORD called on me, and said he believed there was a vacancy in the board; but he thought it fair to mention to me the pecuniary liabilities the directors were under, and the great responsibility I should probably incur, if I joined the direction; and he gave me seven days to go over the accounts, and to see the state of the affairs of the association. I went over the accounts; and, although the liabilities are great on the directors, everything was so perfectly satisfactory to me, that, I said, having offered myself, I would accept it; but I thought my joining the direction would be of no assistance. He said, on the contrary, "I think your assistance will be of great service to the company." I am very much obliged to you for having made me a director. I should not have acted, unless I had seen that decided mark of confidence; but the feeling of the meeting being unanimous, I feel justified in being elected. I shall not go now to the question, whether the thing be done regularly or irregularly; I only know Mr. Reid acted for two years before the confirmation of the shareholders at large. Seeing that he had conducted the affairs of the company for two years, without his nomination being sanctioned by the shareholders, I thought was not taking an unusual course in doing the same—I thought it was my duty to appeal to the shareholders, which I am very glad to-day has proved satisfactory. With respect to the management of the company, I can only say, there are some very difficult legal points; but I trust, before long, we shall bring this company into a state so as to know the rights and responsibilities we are under. There are no objections to expediting the settlement of the question as to the unmarked shares. We are in a very difficult position; we are just as much asked by the marked shareholders to give way, as we are asked by the unmarked shareholders to give way. I only hope, with the assistance of Mr. Reid and his partner, Mr. Irving, who I trust will be nominated, to put the affairs of this company on a satisfactory footing, and we shall then be able to show a very considerable improvement. I have letters from the engineer, stating that he had discovered a large mass—that its present value is 190,000 tons of goldstone—that we have got 60 fms. of it, and we expect to find three or four veins of gold, which are called bunches, but we want a little money in order to set men to work. I do not want to go into the question, whether we have a right to make a call; but, of course, those who pay ought to have the preference. As to forfeiting the shares, I do not believe we have any power; but, of course, the gentlemen who do not choose to pay, cannot expect to have any advantage, or to sell their shares. I do not think we have a power to forfeit your shares; I wish we had some such power—some deed of settlement—and the sooner it comes to that the better. I have not entered much into detail, because it is unnecessary. I beg leave to thank you, gentlemen, most sincerely for electing me.

Mr. KEMBLE: The kind manner in which Mr. Collett has spoken on this occasion, has fully justified us in our election of him to the direction; but we have now another vacancy, gentlemen. We have long had the benefit of the name of Mr. Irving as our president; and it will be for the benefit and the respectability of the institution, that we should continue to have his name as a successor in the direction—therefore, without any further preface, I take the liberty of proposing John Irving, Esq., to be elected a director.

Mr. TAYLOR: I rise to second that motion; and, following the observation made by Mr. Kemble—I think it is very desirable still to continue that name in the direction.

A PROPRIETOR: Before that question is put to the meeting, I, as a particular personal friend of Mr. Irving's, have to state that Mr. Irving's state of health, at the present moment, is not that which his friends could wish; but I hope, in a few days, to see him at his place. Mr. Irving, as every one knows, has but one desire, and that is to promote the welfare of the society; he has a large interest in it, and he has a paramount interest in promoting its welfare. I must take the liberty of saying, on this occasion, that the observations that have fallen from the chair with respect to the improved condition of the company, have been too much confined on the chairman himself, and Mr. Hamilton—it is principally owing to Mr. Irving. I think it is right that justice should be done to all parties. On the death of the late Mr. Irving, his uncle, he was applied to, to become responsible for the association, to the amount of 13,000l. He was anxious not to take the responsibility upon himself; but, feeling his uncle had done it before him, he agreed to concur in that security on certain conditions—one of which conditions was, that an opportunity should be afforded to him of looking into the accounts of the company; another was, that the shareholders should be called together at some convenient time, in order to put before them the actual state of the concern, and for the raising of further funds. Mr. Irving looked into the accounts, and certainly the result of the accounts was, that nothing could be more inefficiently kept than the accounts of the association. I do not for one moment mean to suggest that the accounts were not correct in their results, or that there is a shilling more expended than appears in the account; but if you want a statement of the accounts you must find it as you can—it is impossible for any man to get that information which a person ought to have where there are such large sums expended. The investigation that would be requisite, and the trouble that would be required to put it into shape, was so appalling that he abandoned it in despair. The next question was, the question of the general meeting; and Mr. Irving suggested two points, but both those points have been conceded to you. I beg leave to say, but for Mr. Irving's perseverance, you never would have had either of them conceded. Mr. Irving's first point was the question of the unmarked shares—he said, see if we cannot settle it, in some way or other—let us ascertain what their rights are—let us meet and come to some arrangement with them. The answer was, the question of the unmarked shares is settled, and we will not allow you to interfere. I trust you will think it, for the benefit of the society, to admit him. He has the largest interest of anybody here; therefore, when we talk of great responsibilities, and anxieties, and so on, I say that they have been divided with the late Mr. Irving and Mr. Reid, and I was rather surprised that their names were not mentioned. It appeared as if the responsibilities and anxieties, had been confined to Mr. OXFORD and Mr. Hamilton. I am bound to say, the opinion I have formed, from the manner in which Mr. Collett has put the whole question before you, is, that he is taking precisely that course which Mr. Irving and Mr. Reid were so desirous to take; and I see no reason on earth why those five gentlemen should not act in future fairly together. (Hear, hear.) It will be my business, most decidedly, if you elect him to fill the place his uncle occupied for so many years, to recommend him to accept the appointment you have conferred upon him, and I am sure he will do his best to serve you.

A SHAREHOLDER: I wish to know whether, in the event of Mr. Irving being elected, we can rely upon his services?—The PROPRIETOR: I have no doubt he will.

A PROPRIETOR rose and said: Mr. Chairman, before that question is put allow me to put a question to yourself, as an individual proprietor of this concern. It is with great pleasure I have heard the election of Mr. Collett, and the proposition for the election of Mr. Irving. What I wish to put to the meeting is this: I understand that there is this distinction made between the directors, that some of them are trustees and some of them are not. I should like to have defined, by the legal adviser of this association, the difference between a director who is not a trustee, and a director who is a trustee? Has a director who is a trustee superior powers to a director who is not a trustee?—Mr. BOWER: In a properly constituted company a trustee has no power whatever beyond his powers as a director. If a man hold real property, as a trustee of a partnership, it becomes part of the partnership stock, like so much money; and so it does in respect of a company properly constituted. If it be a decided trust, it gives no authority beyond, of one over another; and, of course, everything that is done to-day will be with reference to the proper constitution of this company. It might be convenient to remove the trustees; but that will be a matter hereafter to settle among themselves. It is desirable that all the directors should be trustees, if it could be done; but there would be considerable difficulty, as the mines are taken in the names of different gentlemen.

Mr. OXFORD: On the death of my late lamented friend, Mr. Irving, I waited on one of the gentlemen, and I gave him every information that I possibly could. I told him, if he would attend the meeting of the directors, we should be happy to see him; that every book, paper, and account that he might wish to see, were entirely at his disposal. We proposed to Mr. Irving that he should be a director of this company. Mr. Irving wished, in the first instance, that the balance-sheet of our affairs should be made out; we assented to his proposal, and, on its completion, he assented to be a director.

From the letter I received from him, I concluded that he was perfectly satisfied with the accounts.

Extract of letter addressed to John Irving, Esq., by Mr. Hamilton and Mr. OXFORD.

March 29th, 1846.—Upon the death of our late honourable and much-respected friend (Mr. Irving), we applied to you to assume his place in the direction. In our then unfortunate circumstances, your assent would have been kind, confiding, generous. As your uncle's heir and executor, it appeared to us a step naturally springing out of your peculiar position, and one highly conducive to our common interests. But it affords no ground of complaint that you took a different view of the matter. You wished the concern to be wound up—you called for an investigation into our books and accounts; and, in as far as concerned your late uncle's private accounts, you had a perfect right to do so, as well as into all matters connected with the responsibilities in which, as his heir, you became a participant; but when you demanded a balance-sheet, involving an investigation into the affairs of this association for the last 17 years, and a reopening of accounts duly approved and passed at a public meeting of the shareholders, we regretted the application, as we considered that neither as a shareholder, yourself, nor as your late uncle's executor, were you entitled to put forth such a claim. We, however, complied with your wishes; and with the help of our former secretary, who had almost the sole management of our books from the commencement of the association, Mr. Ireland furnished you with a balance-sheet from that commencement—the 9th of May, 1829, to the 31st of October, 1845—being the last month of your late uncle's presidency. But, again, when you doubted that balance-sheet, and claimed to have it verified by a public accountant, we could not but feel that, in our stress and distress, we were compelled to accede to what we must always consider a degrading measure.

The election of John Irving, Esq., as a director, was then carried unanimously.—Mr. MOUNTNEY then addressed the meeting at some considerable length, and proposed the following resolution:—"That a committee of five gentlemen, composed of shareholders generally, be appointed to investigate any and every matter concerning the National Brazilian Mining Association, which they, the said committee, shall deem necessary, to enable them to judge what course, by their report, the shareholders ought to pursue. The committee thus appointed, to have the power of demanding all books, papers, and accounts, which they may think proper to require; and of calling before them all persons whom they may think fit to interrogate."—A PROPRIETOR: I quite agree with the gentleman who has just now spoken, that a committee would be desirable; and if I have the power of holding up my hand for a committee of shareholders to consult with the directors, I shall be one of the first parties to do so.—Mr. KEMBLE: I protest against that motion, as being most irregular. I very much doubt whether the motion can be made, as the meeting was called for another purpose, of which this is not part. If the gentleman wished to make any comment on the business of the day, he had full liberty to do so. I think the honourable gentleman, Mr. MOUNTNEY, has had full liberty given him to make all his statements. If I thought that a committee would lead to any beneficial result, I would vote for it; but I cannot see what good could be obtained from a committee so formed. We have no reason to distrust the confidence of our directors. We have now elected two new directors, which is a sufficient guarantee that the whole thing will be looked into. And in the present state of the question, as to the difference between the stamped and unstamped shares, I do think it is a most unwise proceeding to appoint such a committee. (Cries of No, no.) Gentlemen may say no, no, as they like; but I beg leave to say this—the question will arise on these stamped and unstamped shares, and you cannot proceed to elect that committee, without prejudging a question, which I maintain is a question of considerable importance, both to the holders of the stamped and the unstamped shares. We are deeply interested in it. I, like the honourable gentleman, can say, I think it is above all things to be avoided, and, on that account, among others, when a question of that delicate character, affecting the different interests of the two classes of shareholders, is about to be considered. I think you had far better repose a full confidence in those you have chosen as your board of directors; you should not manifest any suspicion of their conduct, but leave the matter to them to see what course they would ultimately advise you to pursue. If ever there was a period which appears to me to be an improper period for the choice of such a committee, this is that period. The court of directors have been carrying on this concern up to a period when, I venture to say, if the shareholders had been called together, in all probability, it would have resulted in the breaking up of the concern. I am not one of those who indulge in expectations. Those who have had an opportunity of looking into it, say those expectations will be realized. I say, let us wait a little, and if, ultimately, you find a committee necessary, why have it; but I do entreat of you, whether you be stamped shareholders or not, with regard to your own interest, that you will carefully avoid a measure like this, which, I fear, will involve us in inexplicable difficulty.—Mr. BOWER: You will remember, that when you were about to vote for the directors, I said that, for the purpose of peace, we would not now create a question between the stamped shareholders and the unstamped. It is quite clear, when I stated that, I had no authority from the directors to say the marked, or the unmarked, shareholders could come to a vote on the occasion. It would be exceedingly irregular to go into that, and nothing would be more improper. It would create questions and irritation, which, I am sure, you will not wish to do. It is quite impossible you can come to such a vote as is now required of you; the vote you have come to on the choice of directors was merely done for the purpose of conciliation and peace. I cannot now tell what would be a legal vote under the circumstances of the case. You are here begging the question. I am not now going into the question, it is quite impossible.—A SHAREHOLDER: What is to become of the unmarked shares?—Mr. BOWER: Your directors have told you; they will meet you in a spirit of justice—you appointed them for the purpose of considering that question—they have told you they will go into it immediately, with an earnest wish to settle it amicably. It is quite impossible to give you an answer now. You, yourselves, if I were to ask you what you consider, in point of justice, was your right, could not tell me.—Mr. MOUNTNEY: Mr. Kemble has told you, gentlemen, that this would not be a suitable and proper time to constitute such a committee. I should say, in reply to that, if this be not a suitable time let it be some other time.—Mr. KEMBLE: I only wish to explain one thing—the directors you have elected have promised you they will give their calm and deliberate consideration to the question arising between the two classes of shareholders. If the honourable gentleman perseveres in his course, there will be a division called, and then the question will be decided by the chairman, that those gentlemen, whose shares are not marked, can give no vote; and by that step you will prejudice your own interests. On the whole, I do entreat you, as far as possible, to avoid any collision until we have had an opportunity of taking legal and equitable advice.—A PROPRIETOR said: After what I have heard from Mr. Kemble on the subject, I do not think I can agree to the motion. I have no doubt the directors have done the best they could, under the circumstances; but they must, also, reflect what misery they have entailed on many shareholders, and almost ruin; therefore, they cannot wonder at a little angry feeling taking place. I cannot, conscientiously, share in the praises bestowed upon them, after running the concern, or themselves, into debt, to the amount of 30,000l. or 40,000l. It is no use to talk of what is passed—what has passed has been extremely unfortunate. Every man is bound to look to his own property; and we do feel that there has been gross neglect, in not calling the shareholders together. I do trust and hope the directors will, this day, give us something like a promise, that we shall be called together occasionally, so as to know something of our affairs. I think we have a right to investigate a little, and to know a little about our own affairs. Let us hear from the directors that they will call us together—do not throw us off. We will not reject the directors if they will not reject us. I certainly shall join in the vote of thanks, if I hear the directors say they will, for the future, call us together. If those honourable and industrious men look to our concerns, and they will tell us from their own mouths of it, it will be most satisfactory.

Mr. OXFORD: I beg to thank the honorable proprietor, for the kind and affectionate terms they have expressed. The reason why we have not called the shareholders together has been simply this—for fear of an angry discussion with regard to the marked and the unmarked shares. The honorable member, Mr. Kemble, has stated, and shown to you most clearly, and sensibly, and reasonably, that the appointment of this committee would bring about a difference of opinion, and would bring the question of the unmarked shares into discussion; and I, as chairman, should have to decide, whether the unmarked shares have a right to come to a vote. It was in the hope that a day would come when we should be able to settle the question satisfactory to all parties, that we delayed a meeting.

A SHAREHOLDER inquired how soon it would be settled?—Mr. OXFORD: As soon as possible; and it is for that reason we have not called you together.

Mr. COLLETT: I think the honorable chairman can promise there shall be an annual meeting.

A vote of thanks was then moved, seconded, and unanimously carried to the chairman, and the meeting broke up.

DEVON AND CORNWALL CONSOLS.—The two-monthly meeting of adventurers was held at the mine, on Friday, the 5th instant.—Wm. ATKINSON, Esq., in the chair.—The accounts were presented, showing—Balance, as per statement, Jan. 13, 1846, 17s. 3d.; call, Jan. 13, 10s. per share, 507l. 17s. 3d.—By costs, 101l. 6s. 5d.; bills paid, including 300l. on account of engine 585l. 2s.; leaving balance, when all calls are paid, of 253l. 8s. 10d. The mine captains' report was read, and adopted. The accounts of Mr. Rendle (the purser) were examined, and passed. A call of 10s. per share was made, and a resolution passed, that the purser prepare a list of all shareholders in arrears with calls, that they may be sued for the amount of their respective debts. The following report, from Capt. J. Job and J. Secombe, was read to the meeting:—The engine-shaft is 28 fms. 5 ft. deep, having sunk 8 fms. 2 ft. since the last general report of the 13th of Jan. There are 7 ft. more to sink, to make the shaft 30 fms., which will be done by the 18th inst., and it will take about four weeks after to drive to the lode. There has been 9 ft. driven in the deep adit, on the south lode, since the general report, as the men have been taken to assist the carpenter, and in cutting ground for the flat-rods, &c.; the lode is 18 in. wide, composed of spar, mundle, and kilaas, with some good stones of copper ore. The shallow adit, on north lode, is in 60 fms.; there have been 30 fms. driven since the last report, which have not produced anything worth saving, although at all times the lode has not been without lead and copper

ores; the lode is very regular, varying in size, from 18 in. to 3 ft. wide, composed of mundle, spar, kilaas, with some lead and copper. The flat-rods shaft, on north lode, is 19 fms. deep, lode about 4 ft. wide, composed of spar, mundle, kilaas, with some good stones of copper ore; the lode at present is looking very promising. The pumps are fixed, and the rods will work to-morrow. There are 9 fms. 4 ft. more to sink, to be at the depth of the adit, which will be done in about two months and a half; we shall then drive towards the adit, and in about two months after, according to the present appearance of the ground, we shall have a communication.

TOKENBURY.—At a meeting of adventurers, held at Mr. R. Esterbrook's, Liskeard, on the 25th Feb., it was resolved—That the accounts, leaving a balance against adventurers of 75l. 19s. 4d., be allowed and passed; and that a call of 3l. 10s. per share be made, payable immediately at the Devon and Cornwall Bank, Liskeard.—The following report, from Capt. T. Trelease, was read to the meeting:—The 65 fm. level at Crouch's is driven south on Browning's cross-course about 66 fms.; at 11 fms. behind the present end a lode is intersected, at this point small and confused, but possibly it may prove to be E lode; also, 5 or 6 ft. from the present end, some branches, underlying south, have been passed through, containing a small portion of ore; should the above lode turn out to be E, then there is by calculation about 3 or 4 fms. further to drive to cut D; in the same level (65), E 4 has been extended on west from the above cross-course 10 fms.; width of lode varying in this distance from 6 to 18 in., consisting chiefly of quartz and peach. The 65 on E 3 is suspended. The 55 fm. level is driven east from Browning's cross-course about 28 fms.; lode in the end 15 in. wide, spotted with ore. At D shaft, the 20 fm. level on E lode is suspended; but a pitch is set in the back of the same, at 7s. 6d. in the 14.

WHEAL CONSOLS.—At a meeting of adventurers, held at Mr. R. Esterbrook's, Liskeard, on the 25th Feb., it was resolved—That the accounts, leaving a balance against adventurers of 7l. 9s. 9d., be allowed and passed; and that a call of 1l. per share be made, payable immediately at the Devon and Cornwall Bank, Liskeard.—The following report from Capt. T. Trelease was read to the meeting:—Since last report (Dec. 31), an increase of water, proceeding from old G lode, has induced us to suspend the cross-cut that was driving south towards new G lode, fearing that, if proceeded with, a further increase of water would take place, and overpower the pressure engine. From this circumstance our principal operations have been confined to driving the 50 fm. levels on old G lode, both east and west of the cross-course. The former level is extended on the lode's course about 8 fms., and the latter about 8 fms. The lode in each end consists chiefly of quartz, peach, and mundle; and averages in width about 24 ft. The men, when the water prevents their working in the 50, are employed in the 30: 6 driving west of Croker's shaft, on old G lode, which consists of peach, mundle, and quartz, spotted with ore; and 2 driving a cross-cut in a northerly direction, to cut H and another large lode still further north.

WHEAL ARVOSK.—A meeting of adventurers was held at the Queen's Head, Inn, St. Austell, on Wednesday, the 3d inst.—Mr. THOMAS GROSS in the chair.—After the usual preliminaries, it was resolved, that the course of working recommended by Capt. Hancock, of the Charlestown United Mines, in his report produced at this meeting, be adopted—viz.: that the driving on the lode at the south of the shaft in the adit level be for the present discontinued, and the men be placed to drive a cross-cut south from the present eastern end in the adit level, to intersect the great lode, which as yet has only been seen in a shaft sunk to a depth of about 16 fms. on this lode; but as there appears to be a balance of nearly 30l. against the adventurers, after all the arrears of calls to this date are paid, it is resolved unanimously, that no further operations be commenced until these arrears be recovered, and that all costs be at once suspended.—A call of 10s. per share, for the liquidation of the outstanding liabilities, be made; payable at Messrs. Coode, Sons, and Shilton's.—[We understand the outlay in December and January last has been much larger than usual, in consequence of the erection of a new whim, timber for securing the shaft, air pipes, &c., the cost of which is included in the balance above stated.]

WHEAL LUDCOTE.—A meeting of adventurers was held at Liskeard, on Tuesday, the 3d instant, when a statement of accounts was presented, showing balance in favour of adventurers of 314 11s. 6d. A call of 15s. per share was made, all persons paying which may, on giving proper notice to the purser, relinquish their shares. The meeting was adjourned to the 11th, at the Red Lion Inn, Liskeard, until which time the purser is not to incur further liability. [With the above report, we received a request from several shareholders, to be informed if it were usual, or in accordance with the Cost-book, to make a call for future workings, when there is already a sufficient balance in hand to work the mine for four months longer, taking the average expenditure of the two last months' accounts. In reply to our correspondents, we would observe, that the proceedings adopted at the meeting held on the 2d, are decidedly not in accordance with the system usually pursued in the county, and that we should not pay the call then made, because the notice convening the meeting did not apprise the shareholders that a call was to be made. We have no doubt the purser will afford the absent shareholders a better explanation than the resolutions present, for there certainly appears to be more intended than conveyed by them.]

WHEAL MARY CONSOLS.—At a meeting of adventurers, held at Mr. R. Esterbrook's, Liskeard, on the 25th February, it was resolved—That the accounts, leaving balance against the adventurers of 614l. 11s. 7d., be allowed and passed; and that a call of 4l. per share be made, payable immediately at the Devon and Cornwall Bank, Liskeard.—The following report, from Capt. J. Nance and H. Taylor, was read to the meeting:—Since the last report our operations on the old lode have been mainly confined to driving the 80 and 50 fm. levels west, and sinking a winze 20 fms. to the west of count-house shaft in the bottom of the 40. The lode in the 80 end, which is 50 fms. to the west of the engine-shaft, is 18 in. wide, having in it a branch of ore 15 in. wide, containing some fluor, and showing good indications of further improvement—it now produces 2 tons of ore per fm. In the 50 end, 20 fms. west of the count-house shaft, the lode is of a promising character, and consists of spar, mundle, and ore. The lode in the winze, sinking under the 40, is 3 ft. wide, and for 3 fms. down is a tolerable lode of ore, which appears to dip west; consequently, in driving the 50 a few fathoms farther west we may fairly expect an improvement; in driving this level 20 fms., we have driven through two short bunches of copper, and one of tin; the latter 5 fms. in length, which would set at 8s. or 10s. tribute. We have two pitches working at the east of the count-house shaft—one in the bottom of the 50, and the other in the 40, at 13s. 4d. each. The south lode, in the 25 end west, is 24 ft. wide, and consists of capel, spar, mundle, and a little ore. The 50 cross-cut is extended towards the lode 25 fms., leaving about 15 fms. more to drive to intersect it. The 25 fm. level cross-cut, driving south from the count-house shaft, in the western part of the mine, is extended towards the south lode 42 fms.; but in consequence of this lode taking a direction of 17° more to the south than Wheal Mary lode, there remain at this point upwards of 20 fms. more to drive to intersect it. The 25 north cross-cut is extended 52 fms., towards the great north lode; and, as near as we can ascertain the distance between them at this point, there remain about 16 fms. more to drive to intersect it. The 70 cross cut is also driven north towards this lode 53 fms.; but, in consequence of its being 32 fms. farther east than the 25 cross-cut, and the different bearing of the lode, there still remain 21 fms. more to drive to meet it. The ground in the 70 cross-cut is rather hard, but in the 25, above the ground, is much more favourable. In the eastern part of this set, adjoining and parallel to Sisters south lode, we have found a lode about 18 in. wide, worth 5l. per fm. for tin; we are now sinking upon it, and find it perfectly drained, probably by Sisters cross-course; the ground is favourable for sinking, and of a character very congenial for either copper or tin; and should it maintain its present character, will prove a great benefit to the mine; the shaft can be sunk at 60s., and levels driven at 20s., and could be stopped at 10s. per fm. In consequence of this discovery, and having a quantity of tin ground on the old lode, we beg to recommend the erection, without delay, of a water-wheel stamps, for the purpose of returning the same—the estimated expense of such erection is about 50l.; this would also enable us to return the copper ore halvens, which for want of stamps we are now unable to do; there is a 15-foot wheel, which we presume may be had cheap; and an ample supply of water could be brought over it at little expense.

WHEAL SISTERS.—At a meeting of adventurers, held at Mr. R. Esterbrook's, Liskeard, on the 25th February, it was resolved—That the accounts, leaving a balance against adventurers of 153l. 18s. 11d., be allowed and passed.—The following report from Capt. J. Nance was read to the meeting:—The 60 fm. level is extended west from the shaft 19 fms., leaving about 11 fms. more to drive to come under the course of ore going down in the bottom of the 50; the lode in the end is 3 to 4 ft. wide, composed of spar, capel, mundle, and stones of ore; and much more promising in its appearance, than it is in the upper levels at the same distance from the shaft; the lode in the eastern end at 60 is also large, and of a very encouraging character, although now producing but a small portion of ore; yet, judging from its appearance, we think we are approaching towards more ore ground; this level is extended east from the shaft 12 fms., leaving 8 fms. more to drive to reach the winze sinking under the 50; this winze is now down 8 fms., and as soon as it is holed to ventilate the 60, we would recommend the sinking of the engine-shaft to be resumed, but not before, as the air in the 60 is now very poor. The 50 is extended west 6 fms. beyond the cross-course—for 5 fms. of this length the lode is worth 30l. per fm.; and in the end it is 2 ft. wide, containing a branch of ore 10 in. wide—this end is now 34 fms. from the western boundary; the stops in the back of this level are yielding 24 tons of ore per fm., for 20 fms. in length; and in the bottom there is a good course of ore going down; in the eastern end, in this level, the lode is 4 ft. wide, and consists principally of quartz, mundle, and stones of ore—this level is extended east from the shaft 80 fms.; 10 fms. of this distance the lode yielded 24 tons of ore per fm.; and the end of the stops is now working on tribute, at 13s. 4d. in the 17. The 40 fm. level is extended east from the shaft 50 fms.; and for 20 fms. of this distance the lode yielded 14 tons of ore per fm.; the lode in the present end is 3 ft. wide, with stones of ore in it; the two pitches now working in the back of this level to the east of the shaft, have yielded 114 tons of ore, and those to the west 10 tons, during the past month. On the north lode, there are two pairs of men employed; four men and one boy driving

the 20 fm. level west, at 65s. per fm.; and three men on tribute, at 18s. 4d. in the 12; the lode in the end is poor, from 5 to 6 ft. wide, and composed of capel on the north part, and prlan, apar, and a small portion of black ore on the south; this level is extended 30 fms. east, and 16 fms. west of the shaft; we recommend the driving of this level so far west as to be parallel to the course of ore on the south lode, as it is not improbable that this lode also may prove more productive at this point than it has hitherto. Since the last meeting we have also completed the crushing apparatus; it is now in good working order, and will effect a considerable saving in the dressing department; by means of this and the drawing machine, we are now in a position to work the mine with greater economy and despatch.

CALLINGTON MINES.—Statement of accounts for three months ending Dec. 31.			
Dr.—October cost	£1913 12 8	Ca.—Silver-lead ore, Oct. ris. ..	£2314 19 4
November ditto	1703 4 7	Ditto, Nov. ditto	2127 15 0
December ditto	1734 9 10	Ditto, Dec. ditto	2200 17 2
Discount	20 17 9		
Debitments	144 3 4	Copper ore	£5643 11 6
Third dividend	1100 0 0	Balance last account ..	1017 11 2
Balance	1076 19 0		
Total	£7693 7 2	Total	£7693 7 2
Balance, £1076 19s.—Reserve fund, £304 13s. 2d.			

TREWAVAS MINE.—The following circular has been forwarded to the shareholders:—"Respected Friends:—It having been your pleasure in the 5th month (May), 1846, to appoint me one of a committee, to wind up the affairs of the mine, I am sorry to have to report to you, that but little progress has yet been made in closing the accounts. On the 19th of 11th month (November), your committee met and paid a dividend of 10s. in the 12. to the merchants, when the two appointed with your purser to close the accounts, urged on him the necessity of preparing a balance-sheet to lay before you; but, I am sorry to say, we have as yet had no summons from the purser to examine such sheet, although, I have repeatedly, by letter, pressed him to prepare it. Feeling the responsible position in which you have placed me, I do not consider I can in justice to you or myself, any longer withhold the tendering you the resignation of my office, as I cannot consent to continue any longer connected with the winding up of a concern so long, and, as I conceive, needlessly protracted. I have to suggest to you, as an adventurer, the propriety of an early meeting, to take steps for the prompt winding up of the affairs of the mine—all the materials having been for some months disposed of.—R. TWEDDY: Redruth."

TREWAVAS MINE.

Sir,—Mr. Robert Tweddy having published a relinquishment of his office in the committee appointed to wind up the accounts of this mine, because he has had no summons from the purser to examine the balance-sheet, notwithstanding his pressing applications for the same; and as I have received an application from certain late adventurers in Trewavas, residing at Truro, to call a meeting, in accordance, I presume, with Mr. Tweddy's suggestion, I think it advisable to inform the adventurers of the following facts:—It was only four or five weeks since that the bills were got in, and the cost-book made up, which Mr. Tweddy knew very well before he published his manifesto, as well as that there are now several sale and call accounts outstanding. Mr. Tweddy having taken upon himself to write me in a threatening tone, which I felt he had no right to do, I answered him by giving him an assurance of the most perfect indifference on my part as to any steps he might take; and the consequence was the aforesaid manifesto. I wish Mr. Tweddy in this communication had stated a fact connected with the meeting of the committee on the 19th of November last, as it would have saved me the trouble of writing this letter; for it is simply to rebut an imputation, raised by this document, that I have condescended to notice Mr. Tweddy or his letter—I allude to the fact that, on the day aforesaid, I paid over all moneys in my hands belonging to the Trewavas adventurers, and that I am now a creditor for arrears of salary, &c. With regard to the application of the gentlemen of Truro, above referred to, I trust they will allow me to take advantage of this opportunity of replying to their communication; and I beg to say that, under the peculiar circumstances of the case, I think it will be incumbent on Mr. Kendall and myself to close this matter, and the outstanding accounts of certain adventurers, under the protection of a court of equity; and I beg, in conclusion, to state my regret to all parties, that we should be thus compelled to take any steps which may cause a further delay.—J. G. FLOMER (late purser): Helston, March 2.

WHEAL CURTIS MINING COMPANY.

Sir,—Being interested in Wheal Curtis, and not understanding the purport of the report supposed to have been sent by Capt. Craze, which is reflected on by your Helston correspondent last week, I have taken the liberty of inquiring as to the origin and intention of the report, and I shall be obliged by your inserting the results of my inquiry in your Journal. It appears that a gentleman in the directory, writing to his fellow directors in town, detailed the facts which have transpired from the commencement of the present operations, and the reasons assigned by the captain for sinking the new engine-shaft in its present position. These reasons were not only assigned by him, but approved by others (myself included), who have inspected the plan of operations, &c.; in the letter referred to, it was stated, that the late Capt. Teague had not sunk his engine-shaft in the right place for the ore ground which he has since discovered. The person transmitting these facts to the Journal, gave them as the captain's report, in the usual way, supposing them to have been sent for that purpose. The captain, however, has not (and never had) the slightest disposition to reflect on the able management of his predecessor; doubtless, Capt. Teague placed his engine-shaft in the position warranted by the indications in the adit, having a run of beautiful gossan for 150 fms.; however, the shaft went down between two bunches of ore, each dipping west, the larger one happening to dip from the shaft, and extending 100 fms. at the 47 fm. level, the present depth of the mine; the new shaft is going down on the western dip of this bunch. The gentleman penning these facts, and assigning the opinion of the captain and others, intended to make no reflection on the former proprietor, but merely to state, that his shaft was not in the right place for the ore ground in question—indeed, Capt. Teague was the first person to find out this; and, therefore, sunk a whim-shaft on the underlay of the lode, 80 fms. west of his engine-shaft. Your correspondent will, therefore, see that it was not as a reflection on his old friend that this was stated, but to show the result of that gentleman's own discovery. No miner could possibly have decided on the best spot for an engine-shaft till the lode had been explored. I quite agree with your Helston correspondent, that Capt. Teague intended to make (and would have made) Wheal Curtis a great mine, and the present company will do the same. They have every reason to expect to make large returns at once. As soon as the mine is in fork, which will be in about six weeks from the time of the engine's being put to work, they will be able to carry down their underlaying whim-shaft through ore ground, worth at least 6d. per fm., and to drive a 57 fm. level through ground, which has yielded a ton per fm. average at the 47, from a lode driven for 45s., and stoped for 15s. per fm., and thus open tribute ground at less than one-third in the 12. Ere 12 months are over, they will, probably, be in the midst of two rich courses of ore—the one in the Curtis lode, the other in the Great Dampin, or Charlotte, lode; the latter, it may be, the richer of the two. Areas of 2160 fms. of ore ground, descending from the 20 to the 47 fm. level, just 10,000l. worth of ore has been returned, making an average of 4l. 10s. per fm. No mine in the neighbourhood has done better at the depth, though the Great Wheal Abraham is on the north, and the Great Godolphin on the south.—J. O.: St. Austell, March 5.

MINING IN THE MARIA DISTRICT.

Sir,—Had not your correspondent, "W. Y.," ventured to impugn my veracity, I would not have replied to his attack on me, and "A Friend to Mining Operations." It is well known to experienced geologists, as well as to practical miners, that droppers of rich ore are frequently found in the country, falling into the hanging wall of a lode, and that when this happens, it is a certain prognostic of wealth. Such I presumed to be the case at South Maria, confirmed by the appearance of the chistolite, or killas, exactly similar to that at the Great Maria. At all events, I was informed, in a letter from one of the managers, that ore existed in the shaft, supposed to be falling into a north lode very near it, and that he expected to find that a little deeper the ore would pay for working. I was, therefore, fully justified in my assertion—but, if "W. Y." be not satisfied, he may go and see for himself. As I have not lately visited the mine, I am not responsible for the fact one way or the other.

"W. Y." crows over a presumed contradiction between my arguments, and those of "A Friend to Mining Operations;" he may as well lower his crest, since the theory of the latter is probably right, and there is no contradiction whatever in asserting, that it matters but little to the adventurers, whether the Maria lode be in their sett or not, provided the lode which run through it be rendered productive by favourable circumstances, and congenial strata; and that this is the case, there are already many indications. It is a well-known law of Nature, that the riches of a mine depends mainly on the congeniality of the ground through which the veins are passing; and it is equally well known, that a change of ground changes the character of the lode from wealth to poverty, or vice versa. Therefore, if a hard sparry hill, or even if a change of strata take place, an important difference in the produce of the veins, often, if not generally, occurs—a fact which, I believe, that the first geologists, and our most experienced mining captains at Treavren, the Consolidated, United Mines, Poldice, and elsewhere, would entirely confirm; and, reasoning from analogy, it is fair to conclude, that the original fissures in the earth, mechanically took place with most facility in soft and congenial strata, wherever the latter occurred. "W. Y." inquires, what is become of the weir? I reply, that it is sufficiently repaired, the wheel being now at work, and that it is capable of being made strong enough, in the summer, to resist the violence of the Tamar, and to enable the adventurers to explore the lodes at a depth of 50 or 60 fms., without the intervention of the expensive machinery of steam, which involves also a very heavy current disbursement. I now take a final leave of the subject.

Falmouth, March 8.

AN ADVENTURER.

MINERAL RIGHTS IN ANOTHER'S LAND.

Sir,—The perusal of your leading article, on the Mining Laws of France, reminds me of a custom detrimental to mining in Cornwall. One man possesses the right to "dig, work, mine, and search for ore," in another person's estate. No person but the land and mineral owners (I refer not to the bounds) has a right to enter, and break the soil, as this would be trespass. Now, it is well known, that lodes, except where they "crop out" at cliffs, &c., or by the known continuity of mines, and the run of such lodes, are generally discovered by accident, which leads to "costaining," or sinking, through the soil, to cut the lodes in the solid ground. The proprietor of the soil, and his tenant, neither of whom have an interest in the discovery, are, therefore, interested in hushing up discoveries when made, and thus preventing further trial, and the realisation of our mineral wealth.—A. T. J. MARTIN: Penzance, Feb. 22.

[FROM CORRESPONDENTS.]

HENDRA-BRIDGE MINE is situated in a good valley, between Liskeard and Wheal Gill. Should the report of this adventure turn out to be well founded, the company are prepared to work her effectually; the nature of the strata is not yet ascertained.

CALESTOCK.—It is said that the caunter lode lately discovered in the shaft is worth 25s. per fm.; this is a fresh lode, the main lode has not yet been cut in the 15 fm. level.

WHEAL SISTERS.—The sale of 150 tons of rich copper ore has raised the spirits of the adventurers a little; an advance in the price of shares are consequently anticipated, as they have been unusually depressed for many months. WEST CARADON is still further improved.

MARKET VALLEY has a rich course of ore in sight.

SOUTH CARADON is reported to be looking exceedingly well.

WHEAL MART CONSOLES is also slightly improved, a very promising tin lode in easy ground having been lately discovered.

HENDRISPOOT is also much improved in the bottom levels, that there is really some ground to hope that she will look still better at the 80. The agent states that she is really paying her way.

MINES IN SOUTH WALES.

ESGAIK-T-MWYN MINE.—This mine, which has been so productive in former days, is about being resumed with spirit, a company having been formed for working it—an advertisement with reference to which will be found in another column. It appears that the Crown lands extend over 30,000 acres, in which several lodes have been discovered, and have yielded immense profits. Without assuming what may be the returns henceforth, it will be satisfactory to trace back the results of the past, so far as we have been able to collect them. This manor contains 11 townships, and is interspersed all over with veins of lead ore; but no trials have been made on the Crown rights in this manor worth mentioning, except at Esgrai Mine. This famous mine was discovered, on the 1st July, 1751, by the celebrated antiquary, Lewis Morris, and worked on account of the Crown till 1764, when it was leased to the Earl of Powis, on whose account it was worked until about 1788. It is almost incredible the small expense per ton at which the ore was raised for many years at this mine; the main lode is 10 yards wide, on which there are two splendid courses of ore—one about 80 yards long and 3½ yards wide, nearly solid ore, and the other 40 yards long, and about a yard wide solid ore. As a proof of the great value attached to this mine, when in operation, the following proposals, which were made for it, may be mentioned—viz.: from Mr. Howell Gwyn, in 1756, royalty 4th; W. W. Thynne, in 1756, at 4th; Smedley and Co., in 1756, at 4th; Townsend, in 1756, at 4th; Townsend, in 1756, at 4th and 5000l. premium; and, on the 5th May, 1757, the mine was let at 5l. a year, and royalty 4th.

The adit level at this mine is about 60 yards below surface; it was worked for many years to a very large profit, above and below adit; but, the lessee not putting timber of proper strength to protect the mine above adit, the ground gave way, the works below were drowned, and, there being in those days no machinery to keep down the water but hand pumps, the bottoms were abandoned, and have not been cleared to the present time—this is fortunate for the present proprietor, for, there can be no doubt, an immense quantity of ore will be raised, and large profits again made, which can now be done at a trifling cost, preparations for working having been nearly completed.

When we consider the strength of the lode, and the splendid courses of ore found in it, the quantity of ore raised at this mine has been comparatively small, it being not more than 16,600 tons, as follows:—From 2d April, 1757, to 2d April, 1767, about 800 tons a year were raised, 8000 tons; from 2d April, 1767, to 2d April, 1776, when Mr. Bell, the agent, died, 600 tons a year, 5400 tons; from 2d April, 1776, to the expiration of Lord Powis's lease, in 1788, 3200 tons = 16,600 tons. As a proof of the difficulty of working this mine in former days, on a scale commensurate with the value of it, it is to be observed, that it was situated on a mountain, about 16 miles from port, there being, at that period, no road to it—the ore had to be carried on horseback; there was also a great difficulty in carrying timber, and other materials, to the works—these difficulties, with the inefficiency of the machinery for pumping, prove, beyond a doubt, that the ore must have been raised at a cost of only a few shillings per ton, otherwise the lessee could not have realised the immense profits, which appear to have found their way to his coffers.

THE DYFNGWY LEAD MINES.—These mines are situated in the county of Montgomery, and the object of the present proprietor is, so to extend the workings as fully to develop the resources of this valuable property, although at present a good return is received for the capital invested. There is on this property a lode called the Esgrai lode, 40 ft. wide, being a continuation of the Great Plinlimmon vein; and it may well be understood, that to effectually work a lode of this description, requires, with others on the sett, a larger accession of capital than most private individuals would prudently undertake to devote, however promising, or even nearly certain it might be made. The Esgrai lode is very productive in silver, and in the adjoining land, belonging to Messrs. Pugh and Williams, has been producing several thousands per annum—it is reported from 8000l. to 12,000l. There is an adit driven 130 fms. in length; a shaft sunk 16 fms.; and from the level driven from the bottom of this shaft for 148 fms., from which is taken ore worth 10l., 15l., and 20l. per fm.; from the bottom of another shaft, 6 fms. deep, levels have been driven parallel with the above, from which ore has been raised, worth 20l. and 22l. per fm. The mines are furnished with good, and all necessary machinery, floors, &c., water-wheel, smiths, and carpenters, shops, stores, &c., nearly new. It is proposed to divide the property into 3000 shares, of 10l. each—thus making a capital of 30,000l., of which the proprietor will keep two-thirds in shares, and receive 3000l. for the one-third, thus leaving 7000l. to work the mine; which, at the rate of expenditure of 250l. per month, it is confidently expected will pay 20 per cent. to the shareholders, with an annual increase. The mineral property of North Wales has yet been but little explored, and we understand that this is looked upon as one of extraordinary value, the ores assaying 77½ for lead.

SHATTERFORD COAL AND IRON MINING COMPANY.—We have before us the prospectus of a company formed for working the coal beds on the Shatterford estate, in the county of Stafford; on which a shaft, sunk by the former proprietor, reached two beds of excellent coal—the lower only 22 ft. from surface. When we consider the exceedingly shallow depth of this coal, as compared with most other pits in the neighbourhood, the great and increasing demand, and from the geological features of the district, the almost absolute certainty of the discovery of ironstone, there appears every probability of considerable returns being made on the capital invested. This one shaft, with its produce, is nothing like sufficient for the demand of the neighbourhood; and the object of the company is, therefore, to sink to a greater depth, and extend, generally, the field of operations. The present very extensive demand for iron and coal, renders any property of this description, of even only an average value, highly profitable to the proprietors; and we are given to understand, that the Shatterford estate holds out inducements of no common character; and the profits on the two seams already reached, are estimated to return very considerable profits to the company, without the contingency of further discoveries at greater depth, of which, however, great hopes are entertained. This fact takes off all speculative character from the undertaking which appears to present a perfectly safe investment. The capital is to be 50,000l., in 10,000 shares, of 5l. each—the first call, we understand, will not exceed 5s. per share, and the highest is not to be over 10s.

AMPUTATION OF TWO LEGS PREVENTED BY HOLLOWAY'S OINTMENT AND PILLS.—Extract of a letter, dated Roscommon, Feb. 19, 1847:—"Mr. Ryan, proprietor of the hotel next door to me, had two very bad legs—one with eight ulcers on it, the other with three. After spending some time in Dublin with several eminent medical men, he left, with the choice of one of two alternatives—to have both legs amputated, or die. On his way home he met with a gentleman in the coach, who recommended him Holloway's pills and ointment, which he used, and by their means is now quite well. Signed, CHARLES TOLLY, proprietor of the Roscommon Journal."—Sold by all druggists, and at Professor Holloway's establishment, 244, Strand, London.

MEETINGS OF SCIENTIFIC BODIES DURING THE WEEK.

Royal Institute	Inner Circle, Regent's-park	Saturday	8 P.M.
Statistical	15, St. James's-square	Monday	8 P.M.
Chemical	Society of Arts, Adelphi	Monday	8 P.M.
Medical	Bolt-court, Fleet-street	Monday	8 P.M.
Pathological	21, Regent-st., Waterloo-pl.	Monday	8 P.M.
Linnæan	Soho-square	Tuesday	8 P.M.
Horticultural	21, Regent-street	Tuesday	8 P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Society of Arts	21, Regent-street	Wednesday	8 P.M.
Microscopical	27, Sackville-street	Wednesday	8 P.M.
Ethnological	Somerset-house	Thursday	8 P.M.
Royal	Somerset-house	Thursday	8 P.M.
Antiquarian	Albemarle-street	Friday	8 P.M.
Royal Institution	14, Grafton-street	Saturday	2 P.M.
Westminster Medical	37 A, Sackville-street	Saturday	8 P.M.

NEW PATENTS.

J. Napier, Shackwell-lane, Middlesex, operative chemist, for improvements in smelting copper and other ores.
G. Fosdyck, T. Hackworth, and T. Elliott, all of Stockton-on-Tees, for certain improvements in locomotive and other boilers.
R. Roberts, Manchester, engineer, for improvements in machinery for punching and for preparing metals.
Amédée François Rédmond, of Great Charles-street, Birmingham, for certain improvements in steam-engines.
M. Sproule, of Liverpool, engineer, for certain improvements in steam-engines.
J. Stevens, Darlington-Works, Southwark-bridge-road, engineer, for improvements in apparatus for conveying signals or communications between distant places, parts of which are also applicable to lamps and burners.
J. I. Hawkins, Liverpool-street, King's Cross, civil engineer, for certain improvements in holding together or filing letters, music sheets, newspapers and other documents.
E. J. C. Atterbury, Leeds, York, merchant, for certain improvements in gearing machinery. (Being a communication.)
L. N. de Mecklenheim, Birmingham, machinist, for a certain improvement, or improvements in machines used in the manufacture of nails, screw blanks, rivets, bolts, and pins.
W. Newton, Chancery-lane, civil engineer, for certain improvements in engines to be worked by gas, vapour, or steam, either separately, or in combination.
H. Fletcher, Over Darwen, Lancashire, manufacturer, for improvements in apparatus for ascertaining the distance which locomotive engines and carriages have travelled upon railways.
T. Waterhouse, Edgely, Stockport, Chester, for certain mechanical improvements applicable to railway engines and tenders, and to railway carriages of various kinds.

SOUTH SAINT GEORGE.—A meeting of adventurers was held on Wednesday last, at the Royal Hotel, Truro, for the purpose of winding up the affairs of the mine, when a dividend of 2s. 6d. per share was declared. It was stated that the dividend would have been a larger one had all the London adventurers paid their calls in the same way as those resident in Cornwall.

AMERICAN IRON TRADE.—The first bar of American railroad iron was made in 1844, and an American paper now states that there are at present 16 or 18 mills, at which it is made at the rate of about 120,000 tons per annum. "This amount is sufficient to lay four miles of railroad per day, or 1200 miles per year," and hence the prospect of any large exportation from Great Britain, at the prices to which our inordinate railway speculations have driven this commodity, can hardly be looked for. The Trenton Iron-Works (New York), alone have entered into a contract to furnish the New York and Michigan lines with 9000 tons of rails during the current year, and the capacity of their works will enable them, in addition, to supply the market with 200 tons per month. In Pennsylvania the use of the anthracite coal which abounds in that State appears to have stimulated this branch of manufacture, since there are now 40 furnaces in blast—many of them of the largest class—where this kind of fuel is consumed, although in 1840 none existed in successful operation. There is one iron manufacturing company in Pennsylvania, which alone consumes 60,000 tons of anthracite and 100,000 bushels of bituminous coal annually.

THE CYFARTIFA NEW RAIL-MILL.—The productive power of this noble piece of machinery was last week put to a very severe test. It contains two sets of rolls; but on this occasion only one was brought into work. At a quarter past six on Saturday the arduous labour was brought to a close; and on examination, it was found that the very large quantity of 1144 tons of railway bars had been made, their ends sawed off square, and the rails finished for use. Sometimes there might be seen at the same time two bars in the roughing rolls; and three in the finishing. This is, we believe, the largest quantity of iron ever made in one week by one set of rolls; and it is confidently stated, that if required, the new mill at Cyfartifa can be made to turn out weekly 1500 tons of railway bars.—*Monmouthshire Merlin.*

VALUABLE MINING MATERIALS FOR SALE.

To be SOLD BY AUCTION, by Mr. PRYOR, at WHEAL KATLE MINE, in the parish of Phillack, on TUESDAY, the 23d of March inst., at Eleven o'clock in the forenoon, the following

VALUABLE MINING MATERIALS—VIZ.:
One 30-in. PUMPING ENGINE, 10 ft. stroke in cylinder and 8 ft. in shaft, with boiler of about 9 tons; 1 horse wheel and shaft truck; 20 6-in. pumps; 16 6-in. ditto; 1 8-in. H-piece and top door-piece; 1 8-in. knee-piece and top door-piece; 1 5-in. H. and top door-piece; 1 6-ft. 8-in. door-piece; 1 6-ft. 7-in. ditto; 1 9-ft. 8-in. windrope; 2 4-ft. 8-in. ditto; 1 4-ft. 6-in. ditto; 1 10-ft. 8-in. winding-barrel; 2 10-ft. 7-in. ditto; 2 9-ft. 8-in. ditto; 1 8-in. stuffing box and gland; 1 6-in. ditto; 1 8-in. plunger pole; 1 6-in. ditto; 14 pair of rod plates; 30 fms. of bucket rods; 4 horse wheel kibbles; rod bolts and flange bolts; 50 fms. of 8-in. rods; a quantity of timber and ladders; 14 miners' chests; 3 jiggling hutchies; 1 32-in. smiths' bellows, and saws; miners' tools; 1 balance-hob; 3 small plates and old iron; good capstan and shears, with cast-iron socket; one pair of small caps; three underground cisterns.

THE COUNTING-HOUSE FURNITURE, &c.
The auctioneer invites the particular attention of mine agents, and others, to these materials, which are all nearly new, and being within a mile of Hayle, are most conveniently situated for shipment, if required.

The materials may be viewed, on application to the agents on the mine, or of Messrs. Pryor, the auctioneer, all further information may be obtained.
The sale will commence at Eleven o'clock precisely.—Dated Cornford, March 10, 1847.

COAL MARKET, LONDON.

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.
MONDAY.—Adair's Main 15—Carr's Hartley 16 3—Chester Main 16 3—Davison's West Hartley 16 4—Hasting's Hartley 16 6—Hollywell Main 17—New Tanfield 14 9—Original Tanfield 14—Ord's Redheugh 14 9—Ravenworth's West Hartley 16 6—Tanfield Moor 17 5—West Hartley 16 6—Wylam 16 6—Walls End Brown's Gas 14 6—Horton 17 8—Hedworth 16 6—Hills 16 6—Northumberland 16—Walker 18 9—Eden Main 15 2 to 16—Belmont 16 6—Bradley's Hutton 16 6 to 19 9—East Hutton 17 3—Hawson 19 9—Hutton 20 6—Lambton 20—Russell's Hutton 20—Shotton 19—Stewart's 20 6—Hartlepool 20 6—Hudson's Hartlepool 19 6—High Thorney 17 9—Thorney 18 9—Cowdon Tees 17 6—Denison 17 3—Gordon 15 6 to 16—Tees 20—Cowpen Hartley 16 6—Derwentwater Hartley 16 6—Howard's West Hartley 16 6—Derwentwater 16 6—Old Silksstone 16—Sidney's Hartley 16 6—Ships at market, 19l.

WEDNESDAY.—Adair's Main 15 6—Davison's West Hartley 16 6—Hasting's Hartley 16 6—Hollywell Main 17—New Tanfield 14 9—Newcastle Hartley 15—Ord's Redheugh 14 9—Ravenworth's West Hartley 16 6—Tanfield Moor 17 6—Walls End Brown's Gas 14 6—Horton 17 8—Hedworth 16 6—Hills 16 6—Northumberland 16—Walker 18 9—Eden Main 15 2 to 16—Belmont 16 6—Bradley's Hutton 16 6 to 19 9—East Hutton 17 3—Hawson 19 9—Hutton 20 6—Lambton 20—Russell's Hutton 20—Shotton 19—Stewart's 20 6—Hartlepool 20 6—Hudson's Hartlepool 19 6—High Thorney 17 9—Thorney 18 9—Cowdon Tees 17 6—Denison 17 3—Gordon 15 6 to 16—Tees 20—Cowpen Hartley 16 6—Derwentwater Hartley 16 6—Howard's West Hartley 16 6—Derwentwater 16 6—Old Silksstone 16—Sidney's Hartley 16 6—Ships at market, 12s.

FRIDAY.—Adair's Main 15 6—Baile's West Hartley 16 6—Buddle's West Hartley 16 6—Davison's West Hartley 16 6—Hasting's Hartley 16 6—Hollywell Main 17—North Percy Hartley 16 6—Ord's Redheugh 14 9—Ravenworth's West Hartley 16 6—Wylam 16 6—Walls End Brown's Gas 14 6—Horton 17 8—Hedworth 16 6—Hills 16 6—Northumberland 16—Walker 18 9—Eden Main 15 2 to 16—Belmont 16 6—Bradley's Hutton 16 6 to 19 9—East Hutton 17 3—Hawson 19 9—Hutton 20 6—Lambton 20—Russell's Hutton 20—Shotton 19—Stewart's 20 6—Hartlepool 20 6—Hudson's Hartlepool 19 6—High Thorney 17 9—Thorney 18 9—Cowdon Tees 17 6—Denison 17 3—Gordon 15 6 to 16—Tees 20—Cowpen Hartley 16 6—Derwentwater Hartley 16 6—Howard's West Hartley 16 6—Derwentwater 16 6—Old Silksstone 16—Sidney's Hartley 16 6—Ships at market, 8s.

THE COAL TRADE.—The February delivery of coals, cinders, culm, &c., in London, was as follows:—

	Tons.	grs.
Coals delivered at the office	104,203	0
Ditto per certificate, and without a meter	104,203	0
Coals delivered at the office	854	1
Ditto per certificate	1,071	0
Total	214,078	3
Excess beyond the delivery of coals only, of the corresponding month in 1846	62,410	0
Excess beyond the gross delivery of coals only, ending Feb., 1846	55,513	0
Coals delivered at the office, on an average of five years (1843 to 1846), ending February in each year	29,773	0
Ships delivered	1057	
Average tons	297	

CORNISH STEAM-ENGINES.

The number of pumping-engines reported for the month of Jan. is 21—the quantity of coal consumed being 1967 tons, lifting, in the aggregate, 19,000,000 tons of water 10 fathoms high—the average duty of the whole is, therefore, 56,000,000 lbs. lifted 1 foot high by the consumption of a bushel of coal.—The following have exceeded the average:—

Mines.	Engines.	Length of stroke.	Load in pounds.	Load in tons.	Consumption of coal per hour.	Million lbs. lifted 1 foot by consumption of 1 bushel coal.	Average quantity of water per min.
Wh. Prosper	Western, 80 in.	9-7	93,602	14-8	8-3	2380	54-3
Foldice	Sims's 88-in.	10-0	75,455	9-3	6-7	3344	56-3
Ting-Tang	Sims's 80 in., in combined.	9-6	49,992	16-9	4-7	1778	59-0
United Mines	Taylor's 85-in.	11-0	97,108	15-5	8-0	3408	57-8
Ditto	Cardoso's 90-in.	9-0	99,468	13-7	7-1	4639	60-7
Ditto	Eldon's 30-inch	9-0	12,631	16-0	9-0	817	75-3
Ditto	Hocking's 85-in.	10-0	99,243	14-8	6-6	4740	55-5
East Wh. Rose	Penrose's 70-in.	10-0	49,744	11-5	5-3	1382	55-9
Ditto	Michell's 70 in.	10-0	65,408	12-6	4-9	1750	60-5

PATENT GALVANISED IRON AND WIRE ROPE WORKS.

ANDREW SMITH begs to inform the Mining, Railway, and Shipping interests, that he has obtained a PATENT for an IMPROVED METHOD OF GALVANISING IRON, producing a much superior article at a considerable saving in cost—the improved process for galvanising wire rope, adding only £10 per ton instead of £20, under the ordinary process. The rope is extensively used in damp situations, for mining and railway purposes, and for ships' standing rigging.—Mr. J. S. Tregellas, Truro, agent for Cornwall.

BUDGE'S MINER'S GUIDE IMPROVED.

Lately published, a New Edition, corrected and enlarged, 8vo., with Portrait, 12s. cloth. **THE PRACTICAL MINER'S GUIDE:** comprising a Set of Trigonometrical Tables, adapted to all the purposes of Oblique or Diagonal, Vertical, Horizontal, and Traverse Sighting; with their application to the Dial, Exercise of Drifts, Lodes, Slides, Levelling, Inaccessible Distances, Heights, &c. &c. By JOHN BUDGE.

London: Longman, Brown, Green, and Longmans.

NOTICES TO CORRESPONDENTS.

It will at all times save much trouble, and frequently considerable delay, if communications are simply directed—

To the Editor,

Mining Journal Office,

26, FLEET-STREET, LONDON.

Also, to avoid trouble, POST-OFFICE ORDERS should always be made payable to WILLIAM SAMUEL MANNELL, as acting for the proprietors.

Mr. JOHN BUDGE.—We are happy to announce the receipt of a communication from this gentleman—in answer to the inquiries of "A South Australian Miner," and "A.B.," in the Journal of the 27th ult. The letter, although dated the 31st inst., only reached us on Thursday evening.—We regret this delay the more, as preventing its insertion this week; for we feel assured a communication from our respected correspondent would prove highly gratifying to our readers generally, as affording satisfactory evidence of the writer's restoration to health and business.

Mr. Struvs's letter also reached us late for this week. Our next Journal will be on a DOUBLE SHEET, which will allow us resuming the papers on the Silver and Gold Mines of the New World; and, if possible, those on the METALLURGICAL TREATMENT OF ORES.

with a number of Letters from Correspondents, and Miscellaneous Articles, now unavoidably omitted.

The Mining Journal is published at about Eleven o'clock on Saturday morning, at the office, 26, Fleet-street, and can be obtained, before Twelve, of all the news agents, at the Royal Exchange, and other parts of London.

THE MINING JOURNAL
And Atmospheric Railway Gazette.

LONDON, MARCH 13, 1847.

In another part of this day's Journal will be found an account of another of those awful casualties in our coal mines, by which nearly 80 of our fellow creatures have been instantaneously launched into eternity, and upwards of 20 so dreadfully injured that it is doubtful if they can possibly recover. We have so often had occasion to remark upon the wholesale sacrifice of human life in our collieries,—upon the inefficient direction to which the works are intrusted, and the shamefully-neglected state in general of the ventilation,—that the task has become an irksome one; and the impossibility of bringing forward new arguments on the subject renders it also a difficult one. The explosion now under consideration is, perhaps, the most extensive, ruinous, and fatal, that has ever been recorded—not excepting those at the Haswell and Killingworth Collieries. Extensive portions of the workings are blown down, nearly 100 lives may be considered sacrificed, and whole families thrown upon the world in a state of the utmost misery and destitution. Private charity will, no doubt, be called in, and will be prompt to answer and relieve, to some extent, the dire calamity; but such relief can be only evanescent, and as but a drop in the ocean, to the years of accumulated misery which the sufferers must endure. Since all the endeavours of the press, of philanthropic and scientific men, have utterly failed to bring the coal owners to adopt the necessary means for the safety of their men, it now becomes an imperative duty of the Legislature to take up the subject, and enforce stringent regulations for proper supervision and ventilation, however objectionable the public interference with private enterprise may be considered. We cannot better close these remarks than by referring to some observations of Professor ANSTED, in a lecture on the subject of ventilation, lately delivered by him at Birmingham:—

Referring to the necessity for a constant system of ventilation, the lecturer observed that it was scarcely to be expected that they who had expended such vast sums in mining would voluntarily incur increased expense. He thought it a national subject, as it concerned the health and lives of thousands of the people of England, and since the factory question, and the employment of women and children in mines, had very properly attracted Parliamentary inquiry, he thought this a fit subject for legislative interference. He would suggest—First, that works should be of a more moderate size, and that they should be so far apart as to be perfectly safe. Secondly, that each district should communicate separately with the means of escape. Thirdly, that those mines in which there was a constant exhalation of gas should have the conditions of ventilation more stringently imposed, and that the Davy lamp alone should be used. The only practical objection to it was, that it gave a faint light; but workmen were willing to use it in dangerous parts, without any advance of wages. Fourthly, that no mine be worked without two shafts. He earnestly directed attention to these plans; but whatever might be found most available, should be immediately applied to the worst cases, and enforced by penalties. After an eloquent appeal on behalf of the miners, in which he alluded to the benefits they conferred upon society, and the dangers to which they were exposed, the lecturer concluded amid much applause, by saying, "that he considered mines should be subjected to a public inspector, as in other similar cases, and that Legislative interference was needed not less for the coal owners themselves than for the mining population."

An unusual lengthy report of the meeting of the shareholders of the NATIONAL BRAZILIAN MINING ASSOCIATION will be found in our columns of to-day, and the fact of our having exceeded the usual limits in our reports of public meetings, was occasioned by its extreme importance, being the first general meeting during a period of six years, the sudden favourable change which it is expected has taken place, after 11 years of unproductiveness, to a position of permanent prosperity, and the peculiar position in which the holders of marked and unmarked shares are placed. The proceedings fully show the feelings of the proprietary, and require no comment from us. We are highly gratified at the result; for, though they commenced with much opposition, it at length gave way to a conviction that the directors had, at a great sacrifice, done everything in their power for the good of the association, and to support a failing adventure. We hope now to see the *questio vexata* arranged so as to meet the justice of the case, and that the company's property may turn out as abundantly, and permanently profitable, as the proprietors can themselves desire.

The letters of our Paris correspondent, on the monopolies existing in France, and the animadversions at the manner the Government contracts are conducted, but especially those of the Marine Department, have for some time been a favourite theme with the *Industrial*, which has chivalrously taken up the subject, and tried in vain to refute them, for the reputation of the board, it is pleased to consider immaculate. We should not have noticed any further our sensitive contemporary's remarks on a topic, which it would have been more consistent and prudent to have been silent upon, for the credit of the national honour, as we regret that such transactions should be attributed to any branch of a Government, whether it be from personal favouritism alone, or other motives equally culpable, to cause public rumour, with its thousand tongues, to let the secret out, and thus give an opportunity for an *exposé*. But, as in its number of the 4th inst., there appears a short epistle, stated to have been received from the Ministry of Marine, to vindicate itself against the imputations set forth by our able and well-informed correspondent, with the *coleries* of those in office, we are, by courtesy, bound to take some notice of it. The Minister, as a matter of course, denies that any such a system exists in the French Marine Department, and that

there are no specific facts, but only vague allegations, made, as to his favourable conduct towards French contractors, and the annoyances and extreme restrictions the English have to submit to when they send in their tenders for competition, in what is considered open to all. His excellency also wishes to prove, that the coals contracted for have always been of good quality, and that what our correspondent asserts is incorrect, particularly as to those delivered on the coast of Africa in 1846. In this refutation, which exonerates the Admiralty Board from what we have stated, our chief charge against it is, the partiality shown in its contracts, and the little chance an Englishman has of competing with the marine favourites—no matter whether his tender may be less than those in the good graces of the officials; there is a paltry nationality in the transactions of that department—not to say something beyond it. The only object of our correspondent is, to expose abuses wherever they exist—fearlessly, but unbiased by interested or national prejudices. With respect to the quality of the coals used on board the French steamers of the Royal Navy, we need not say a word, as the open complaints of the *Marseilles*, and other journals, are continually speaking volumes, no doubt most disagreeable to the Marine Department, as to their steam being short, in consequence of the inferiority of the fuel.

[FROM A CORRESPONDENT.]

The interest excited by the correspondence on the subject of the duty on foreign copper ores remains undiminished, notwithstanding the question as to their immediate repeal is decided in the negative. The *Cornwall Royal Gazette*, of Saturday week, has a long leader, and the *West Briton*, of the same date, another letter from "A.B.," on the subject; and while the former is floundering in a mist of fallacies, errors, and misstatements, which have been answered over and over again, "A.B." once more most lucidly establishes the inviolability of his former arguments, and proves to demonstration, that the immediate and total repeal of the duties would be a boon to the Cornish miner, and secure to England the continued superiority of the copper markets of the world. The *Gazette*, for want of better arguments, reiterates the oft-made statement of the falling off in the supplies of ores in 1846, to the extent of 12,126 tons, and in money 123,751*l.*—accounting for it by the fact of a low standard rendering it unprofitable to work the deep pitches; while in the next paragraph it is shown, that the foreign ores had also fallen off in quantity and price to the extent of 109,594*l.*—thus completely neutralising the previous argument, and proving it could not be an increase of the latter which caused a decrease of the former. A sombre account is then given of the Chilian miners, as described by Sir FRANCIS HEAD; and it is then attempted to show, that a system of oppression, starvation, and suffering, is that with which Cornwall would have to compete, if the duties are removed, than which nothing can be more incorrect. On this part of the subject, it is only necessary to refer the reader to the letters of "A.B.," in the two last Numbers of the *MINING JOURNAL*, in which he has totally demolished the doleful and futile arguments of Mr. TREFFRY and the *Cornwall Royal Gazette*.

I enclose you, for your next Number, some further correspondence on the subject, from the *West Briton*, by "A.B.," and from the *Cornwall Royal Gazette*, by Mr. TREFFRY. The subject of the capabilities of smelting in America are ably discussed in the former; and it is shown that, although there was no smelting at Boston two years since, on which is founded the assumption that none can take place, it is proved that there are now two furnaces in operation there, and that the experiments with anthracite coal have proved highly successful. A curious error, or attempt at misrepresentation, is made by the *Gazette*, by stating that ores from the State of Pennsylvania were sold last year, at Swansea, to the extent of 5582*l.* Now, it is shown by "A.B.," for the information of those who were not aware of the fact, that "Pennsylvania" is merely the name of a mine, to distinguish the ores from those of Cuba. The figures referred to by "A.B.," give a clear advantage to American smelting of from 7*l.* to 11*l.* per ton. In Mr. TREFFRY's letter, it will be seen he deals in generalities; and, as a closer to "A.B.'s" statement, he introduces "a very intelligent gentleman, direct from Boston, who, in the most direct manner, ridiculed the smelting of copper ores there, where coals are so scarce and dear." Now, this "intelligent gentleman" may have the same antiquated notions of protective laws, as some others whom I could name; and, although he may be "much concerned in copper mines," I, for one, cannot take his *ipse dixit*, in opposition to the most clear and irrefragable proofs that he is decidedly wrong in his assumption. It does appear to me, that the subject is now nearly exhausted; and, though the present Ministry have decided on not disturbing the duties at present, I trust another session will not be allowed to pass, without giving to the copper trade the same advantages of free trade, as are possessed by other branches of commerce.

We have several times alluded to the grand project of the late ambitious NAPOLEON of cutting a ship canal across the Isthmus of Suez to join the Mediterranean and the Red Sea—thus intending to destroy British influence in the Eastern Empire. Since the peace, but particularly the establishing of the overland route to India via France, Austria, and Belgium, to Alexandria and Suez, by the indefatigable exertions of Lieut. WAGHOORN, R.N., F.R.A.S., &c., to whom we are indebted for this expeditious communication monthly with our possessions in the East, the subject has attracted the serious attention of the European powers and eminent engineers—but none more so than England. Several plans of a railway across the Desert from Grand Cairo to Suez, 84 miles, were proposed, but the laying down of a line on those arid and scorching sands is considered next to impracticable. A ship canal is that which has always been deemed the most successful, as the Nile—from Atfê to Cairo 120 miles, and Alexandria to Atfê, by the present canal, 44 miles—offers so many facilities to such a stupendous undertaking; but the Viceroy of Egypt has hitherto evinced considerable opposition to a canal or a railway from Alexandria to Suez, although the offers of a *tollage* were very tempting for his coffers. The late visit of his son, IBRAHIM PACHA, to this country—when he inspected our great manufacturing and mining districts, passed over our principal railway lines, and was able to appreciate the splendid steamers from Liverpool to America, from Southampton to the Mediterranean, the West and East Indies, and from the Thames to the north of Europe, showing our national industry and commercial intercourse with all parts of the globe—had a great influence on the talented and searching mind of that Prince. On his return to Egypt he laid before his discerning father the observations he made during his short sojourn, and how advantageous it would be to the aggrandizement of that flourishing portion of the Levant if railways and steam navigation were introduced, not only to facilitate the inland traffic, but especially the transit from Alexandria to Suez. The Viceroy has maturely considered the subject, and is now desirous that this great undertaking should be accomplished, and every assistance rendered on his part to carry it out. It appears the British, French, Austrian, and Russian Governments, have come to an understanding on this important commercial enterprise; and several eminent engineers—English, German, and French—are at present in Paris concocting the best plans to commence this grand affair, which will be the means of opening to the manufacturing, agricultural, and mining industry of Europe, India, Australia, Van Dieman's Land, and New Zealand, an expeditious intercourse with each other. One of the stipulations on the part of the British Government is, that the canal shall not only be made navigable for merchant vessels, but for the largest ships of war and steamers, to which the other powers have agreed.

It is proposed to have a regular line of steam boats between Alexandria and Suez, and *vice versa*—so that a communication will be kept up between the Mediterranean and the Red Sea, our possessions in India, and in the fifth quarter of the globe. Should this be accomplished, it will be one of the greatest benefits that could have occurred in the annals of commercial and engineering enterprise; and we have very little doubt but that it can be done, considering the advancement made in science within the last half century, and the disposition on the part of all the European powers to encourage industry, and maintain peace, without those national jealousies which have hitherto been the greatest evil to the commercial enterprise and benefit of mankind at large. The joining the South Pacific across the Isthmus of Panama with the Atlantic, by a ship canal, is another of the daring ideas of the present century, and there is every probability it will ultimately be accomplished by British and French engineers—thereby opening this long-desired communication between the two great oceans. Lieut. WAGHOORN has written several able letters to the Right Hon. Earl GREY, Secretary of State for the Colonies (SMITH, ELDER, and Co.), on the extension of steam navigation from Singapore to Port Jackson, Australia, showing the importations of wheat received in London, from our Australian colonies, since 1st September last, amounting to upwards of 67,714 bushels; and that it is not improbable the day is not far distant, when we may be obliged to have recourse to those promising colonies, and New Zealand, for corn; and that steam navigation ought to be encouraged by Government, who, we hope, will take the hint.

In our Journal of the 27th Feb. we adverted to the bill now in Parliament, for the regulation of the Railway Commissions Bill, and observed briefly on the importance to be attached to the clauses, as affecting the mineral districts, but more especially the coal proprietors, who are much interested in the measure—one of whose objects is, that of subjecting any question at issue to the decision of the magistrates by summary process, and thus placing the colliery owners and the public in a fair position with the railway companies—so as to preclude the latter from taking more than the maximum rate of tolls, fares, and charges; and who may be said to possess the only modes of transit, having, as we observe by certain late proceedings, availed themselves by purchase of canal property, and thus at once precluded the coalowners from availing themselves of that mode of conveyance, at the rates already fixed.

Railways.	Canals.
Manchester and Sheffield purchased the	Macclesfield and Peak Forest.
Manchester and Leeds ..	Manchester, Bolton, and Bury.
London & North Western ..	Dudley, Birmingham & London.
London & North Western ..	South level of Lancaster Canal
London & North Western ..	and tramroad into Preston.
Manchester and Leeds ..	Roehdale Canal.
Manchester and Sheffield ..	Ashton Canal.
London & North Western ..	Huddersfield Canal.

The views entertained by us, in common with those more immediately interested in the passing of the measure, are, that in all cases where canals are concerned, that the bill should equally apply to them. We also think Mr. ELLICE's motion, to refer all railway bills to the railway commissioner, for the purpose of reporting on the ways and means by which the projectors propose to raise their capital, may, and no doubt will, be very beneficial, if the committees, to whom these reports are to be submitted, are willing to make use of them, in such manner as Mr. ELLICE evidently intends them. We stated last week, that a deputation from the South Lancashire coal proprietors, who in themselves are an important body, as representing the coal interest, consisting of the Hon. Colonel LINDSEY, M.P., Mr. FLETCHER, Mr. DARLINGTON, and Mr. WATKINS (solicitor), waited on the Right Hon. EDWARD STURT, at the office of the commissioners of railways, and entered into the several points which formed subject of suggestion, as to amendments being made to the bill.

We have this day to record another steam-boiler explosion, by which four lives were instantly sacrificed, and 15 more individuals so severely injured, that it is doubtful if they can recover. The frequency with which these accidents occur, has become most alarming, and what renders them still more deplorable is, that in nine cases out of ten they happen through the carelessness and blind confidence of the man who has the care of the engine. Accustomed to the giant's use, he becomes callous and careless of the enormous power he has under his control, until the water is reduced below a certain point, when the metal getting red-hot the steam becomes decomposed, and an explosion takes place without a moment's warning. Among some letters lately published in the *Staffordshire Advertiser* is one from Mr. G. B. THOMSON, of Wolverhampton, who has had two boiler explosions on his works, by the latter of which he was himself so much injured that his life was despaired of, and he was laid up for many months. This gentleman, who has paid much attention to the cause of these explosions, attributes many of them to the safety-valve being too small, and thus the steam keeps increasing in pressure, and, though blowing off in immense quantities, at length the boiler is unable to bear it, and an explosion is the consequence. He recommends in all cases that the safety-valve should be the same size as the pipe which conveys the steam from the boiler to the engine, perfectly self-acting, and so placed that the engineman cannot, by possibility, get at them to alter the weighting. It has become a subject of vast consideration; and we feel satisfied that since so much has been discovered as to the causes of these calamities, it requires but moderate attention on the part of the proprietors of engines to lessen their frequency, if not nearly prevent them altogether.

RAILWAYS.—An account of the proposed amount of capital, and of the sums authorised to be borrowed, in the railway bills deposited with the Commissioners of Railways, for the present session of Parliament.

Amount of capital .. £22,553,139

Amount of sums authorised to be borrowed .. 41,314,259

Total capital and loan .. £63,867,400

CLARK AND VARLEY'S RESILIENT ATMOSPHERIC RAILWAY TUBE.—We have before noticed, that a model of full working size of this ingenious application, for the use of the atmospheric pressure, was about to be laid down at Blackwall. We are now enabled to say, that the tubes are all prepared, and they are only waiting for the air-pumps and some of the machinery. It is highly probable it will be in operation in a fortnight; but we may say in a month for certain.

JONES'S PATENT MORTICE-CUTTING MACHINE.—We have had, during the week, an opportunity of inspecting an ingenious machine for cutting mortices in every description of wood used by cabinet-makers, carpenters, joiners, &c., and is the invention of Mr. Jones, of Goswell-street. It consists of an upright frame, in front of which, at a convenient height for the workman, is fixed a piece of timber, called the table, on bolts working in slots in the front of the frame, to regulate the height of the board in which the mortice is to be cut; and above this another piece, called a face, to press the board firm in its proper position. The mortice-chisel is fitted into a collar, turning in an arm at the top of the machine; and this arm is adjusted to the thickness of the timber to be morticed, by means of a slide. This collar is connected by a vertical rod and springs, with a treadle; and while the wood is guided by the hands of the operator, the rapid action of his foot on the treadle forms the required mortice in a very short space of time, and much more true than it could be done by hand; the action of the springs are to force up the tool from the wood—the latter being kept firm in its place by two projecting brackets. The action of the machine, which is made of considerable strength, to withstand the concussion at each descent of the treadle, appeared to us perfect; and the inventor informed us, that he had nearly perfected a somewhat similar machine for cutting tenons in such manner, that by a uniform gauge, they may be made geometrically true with each other.

PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT.)

The *Morning Chronicle* lately published a letter from Paris, in which it was said that the Government is preparing to reduce, by one-half, the import duties on iron. I deeply regret to have to inform you, that there is good reason for believing that that statement is totally unfounded. It is positively asserted, that the matter has recently been under the consideration of the Government; and that it has decided, that, in consequence of the crisis occasioned by the dearth of bread, and the scarcity of money, it would be dangerous to meddle with so important a branch of industry as that of the ironmasters. Such is the statement current in well-informed circles; and it is confirmed by the *Siecle*, a newspaper which has distinguished itself by its masterly attacks on the iron monopoly—but as the Cabinet has not yet announced that such is its determination, let us hope that no such result has been arrived at—let us hope that another session will not be allowed to pass without a blow being struck at one of the most infamous monopolies which ever weighed upon, and crippled, the industrial energies of a nation. The ironmasters themselves do not object to a reduction of the import duty on *fontes*; and it will be strange, indeed, if the Government shall dare to show itself more protectionist than those giant monopolists. Three or four months ago the Government, as I told you at the time, held out a sort of half promise, that the present odious monopoly should be greatly modified; and it will be guilty of a scandalous breach of the duty it owes to the nation, if it allows that pledge to be violated.

For some time past, reports have been current of the intention of the present Minister of Commerce to resign office, on account of the ill state of his health. I should rejoice to see him take himself off; he is by no means a burning and shining light; in fact, he is rather stupid; and, like most stupid men, is a headstrong protectionist. Besides, he is a clothmaker; and, out of regard for his own cloth, dreads the thought of meddling with any of the items of the protective tariff under which France groans. His retirement would give the chance of a more liberal and enlightened man being called to his place.

The Marine Department received, the other day, the offer to supply the contract for 2,500,000 kilograms of coal for Gabon and Gorée. A M. Loriot, of Nantes, being the lowest bidder, was declared to have obtained the contract. His price was 7 fr. 70 c. per quintal. It is a pity that the Government was not able to award the contract to an Englishman; for experience has demonstrated to it, over and over again, that English coal is more fit for its steamers. The coal of France is almost utterly worthless; some of it has been supplied to the Marine Department, burns rather worse than the paving stones of London streets.

The annual meeting of the shareholders of the mines of Grand Combe, is fixed for the 28th inst., at Nismes.

On the 26th of March, the Marine Department will receive at Toulon, contracts for 36,000 kils. of iron; and on the 10th of April, for 91,000 kils. of copper, and 15,000 kils. of zinc for Cherbourg.

The newspapers state that a chemist at Madrid has succeeded in extracting gas which burns admirably, from water; but scientific people doubt that it can ever become a substitute for the gas at present employed.

The *Mining Journal* has already published a statement of the production, consumption, importation, and exportation of coal in France; but it may be useful to repeat that, in 1844, the production was 37,827,395 metrical quintals; the importation, 17,558,859 metrical quintals—of which 4,276,936 metrical quintals came from Great Britain, 11,157,949 from Belgium, 2,090,367 from Prussia and Bavaria, and 33,607 from different countries; the exportation was 517,753 metrical quintals—125,766 metrical quintals being to Belgium—thus leaving 54,868,501 metrical quintals for internal consumption. The following statement of the number of coal-pits in different departments, and of their extent, has not yet, I believe, appeared in the *Mining Journal*; it is copied from the report of the Government engineers for 1844:—Departments: Ain; number of coal-pits worked, 2; surface conceded, 2110 hectares—Aime, 1—1400; Allier, 7—9079; Alpes-Alpes, 11—4018; Hautes-Alpes, 12—1279; Ardeche, 4—7477; Aude, 5—6509; Aveyron, 19—9913; Bouches du Rhone, 6—27,402; Calvados, 1—11,586; Cantal, 3—3020; Correze, 3—5430; Creuse, 3—3151; Dordogne, 1—1564; Doubs, 1—405; Gard, 21—41,239; Herault, 14—20,196; Isere, 12—6559; Loire, 35—26,451; Haute-Loire, 6—3206; Loire Inferieure, 3—15,207; Maine et Loire, 7—16,590; Manche, 1—4761; Mayenne, 7—12,186; Moselle, 1—2286; Nièvre, 1—8100; Nord, 12—54,440; Oise, 1; Pas de Calais, 1—8286; Puy de Dore, 5—3841; Bas Rhin, 3—5879; Haut Rhin, 2—2600; Rhone, 1—1594; Haute Saône, 8—11,189; Saône et Loire, 13—41,909; Sarthe, 4—18,848; Deux Sevrés, 1—450; Tarn, 1—9191; Var, 4—5988; Vaucluse, 4—8691; Vendée, 3—1646; Vosges, 2—10,204; total number of coal-pits worked, 252; surface conceded, 4,441,990 hectares. There are only 13 other coal-pits of an extent of 5556 hectares, which are either unworked or have been abandoned. It is worthy of observation, that the name of the Haute Marne, the principal iron district in this country, does not appear at all in the above list; and that those departments which possess the most coal are almost entirely without iron.

The annual general meeting of the Compagnie des Mines de la Loire will be held at Paris on the 31st inst.

Great activity continues to prevail in mining industry. The operations on the Bourse, in mining property, are considerable; and, almost every day, mines and furnaces are advertised for sale, or to be let, and many of those in operation are taking measures for extending their business.

The Orleans Railway Company yesterday held a general meeting of its shareholders. The report read was considered most satisfactory, as it set forth a large increase in the profits for the year ending 31st December. The dividend was fixed at 46 fr.; the share, which, added to the 15 fr. interest, makes 61 fr., or 12 per cent. Last year the dividends were 9½ per cent., and the year before that 7½. The directors demanded permission, and were authorised to borrow 10,000,000 fr., to pay off some outstanding claims, and to provide the material required by the increase of traffic. The Orleans Company allows 15 per cent. on all profits exceeding 8 per cent. to its employees, from the highest to the lowest, which is divided among them in proportion to their salaries.

The opening of the Havre Railway is fixed for the 22nd—that of the Boulogne line, as far as Abbeville, for the 15th. The atmospheric branch of the St. Germain line (the only one on that system in France) is to be opened for traffic on the 1st of April.—Paris, Wednesday.

BRUSSELS, March 10.—At a meeting of the ironmasters of Belgium, held in this city, on Thursday last, it was resolved that, for the future, the selling price of those descriptions of cast-iron, called *fontes d'affinage* and *fontes de moulage*, shall for the future be the same for the interior and for exportation. It was also resolved, that henceforth the ordinary meetings of the ironmasters shall only be held once in three months.

In the month of January last, there were proved at Liege 35,000 gun barrels, 3000 pair of double barrels, and 9000 pairs of pocket pistols. In 1846 the number of pieces which passed the proving-house in that city was 125,037 single barrel guns, 35,188 double barrel guns, and 102,072 pairs of pocket pistols. This showed a great increase over 1845, and the number fabricated thus far in the present year shows an increase over 1846. The Belgians state that their fire-arms are highly esteemed in foreign markets, and that they are now in a position to struggle with success against the English manufacturers.

The directors of the Vieille Montagne Company announce that the gross receipts in 1846 were 2,818,555 fr. 10 c.; the general expenses, interest, sinking fund, &c., 471,695 fr. 52 c.—leaving a clear profit to be divided among the shareholders of 2,346,861 fr. 52 c. In the previous year the profits only amounted to 1,938,461 fr. 50 c.

The directors of the "Société John Cockerill," at Seraing and Liege, advertise that on and after the 1st April the dividends for the year ending 30th June, 1846, will be paid to the shareholders at Liege, Brussels, Antwerp, and Paris, at the rate of 10½ fr. per 1000 fr. share.

The Ardennes Coal-pits, near Charleroi, are advertised for sale by auction next Monday. The Company of the Coal-pits of Rieu-du-Cour, at Quaregnon, has just been authorised by royal ordinance to make a railway from the St. Charles Pit to the railways of Haut and Bas Floum. They had been warmly opposed in this demand by the Coal Mine Company of Vingtquatre Actions. The Company of the Coal-pits of Trou-Souris, at Grivegné, in the province of Liege, is taking the necessary legal measures to obtain a further concession of 5 hectares.

The general meeting of the shareholders of the Nouvelle Montagne Company is convoked for the 9th April at Viviers. (That of the shareholders of the Vieille Montagne is convoked for April 30, at Angleur, near Liege. The Chamber of Representatives has passed a bill, fixing the 25 fr.

gold pieces at a weight of 7 grammes 95 mill. 44ths, and the gold piece of 10 fr. at 3 grammes 166 mill. 88ths, which makes the rate of refined gold 3509 fr. 25 c. per kilogramme. When the bill shall have passed the Senate, and become law, it is said that the Government intends to have coined 20,000,000 fr. (800,000) worth of gold pieces. Belgium, I believe, draws her supplies of precious metals principally, if not exclusively, from England—so that it is probable that the vast coinage of 20,000,000 fr. of gold coin will cause large orders for that metal to be sent to London.

At a meeting of the Antwerp and Ghent Railway Company, held yesterday, a dividend of 8 fr. 58 c. per share was declared.

Original Correspondence.

THE COPPER TRADE.

SIR,—After reading your Journal of last week, there can be no doubt but we are upon the eve of important changes, with respect to our supply of copper; and, as a large consumer of this article, I beg to offer you a few remarks upon the subject generally.

At a time when European nations generally are attempting to rival us in the produce of manufactured goods, it behoves us to look seriously at whatever may affect the value of raw materials—the circumstances mentioned by Mr. Muntz, in the House of Commons, of the rapid decrease of the duty upon the ores from Chili, and the extraordinary produce of the Australian mines, are important points for consideration; and it behoves us to consider whether the monopoly existing in Swansea, for the purposes of smelting, is, or is not, an advantage to consumers and the country generally; and whether, against the enormously rich produce of the Australian ores, our Cornwall miners will be able to sustain their present position? On the first point—the monopoly of smelting—my prediction is, that it is doomed soon to enter the tomb of all the Capulets. It is now dependent only upon the large capital invested in the undertaking; and it will be very extraordinary, if the rapid advances in chemical science should not open new and improved methods of arriving at the result, which at present is obtained by almost antediluvian practices, transmitted from generation to generation, and opposing to every attempted improvement an insuperable barrier in the prejudice of the workmen themselves; but so long as the principals can, through, and by the command of, immense capitals, retain their elevated position in society, the practical knowledge of their business, and any improvement thereon, is a subject farthest from their attention. One thing most astonishing is, the absence of enterprise in the miners of Cornwall themselves—Is it that they also are perfectly content with matters as they stand? Perhaps so; but they should consider well the effect of large importations of rich ore into the country, and its possible extension to other countries; and what will be their position, if they do not meet the case at once. Are they aware they are paying something like 30l. to 35l. per ton of copper, that is for the smelting of their own produce, when the probability is, they will be compelled to do this themselves at the mouths of the mines? and why should they not?—why, because coal is plentiful in Swansea, and not on the spot—certainly, a very good reason; but they would do well to consider that they pay for transit of two tons of ore to a locality from whence they might draw their needed supply of one ton of coal—the proportion of coal used being very near one ton only to the smelting of two tons of ore; and the enormous amount of 30,000 tons of copper being smelted last year, which, at the present price of the material, approaches 3,000,000l. sterling in value.

Again, you notice the formation of a powerful smelting company in Australia, which must have its effect upon the whole copper interest of England; the amount paid for freight of ore from Australia last year reached between 40,000l. and 50,000l.; and you mention the large amount of 1100 tons, as being raised from one mine only in a month—if this is correct, and the whole produce of the colony be sent to England this year, the amount payable for freight will be doubled, and all parties interested seriously affected. As a consumer of the article, I am anticipating the best result to the country, from the present state of things, and which will be a reduction of the price of the article; and thus shall we find ourselves better enabled to meet foreign competition with our manufactured produce. It is the anomalies that exist upon the whole subject that want pointing out, and that require to be met at once, and to which I am endeavouring to call your attention, and that of the parties interested, before it is too late; and I seriously urge upon them the necessity of looking carefully at the whole question; and whether, as mining or smelting interests, separately or conjointly, to beware of their real positions, and omit no opportunity of improving the same; and enabling myself, among the thousands of others dependent upon their foresight, to maintain our position in the markets of the world.—CONSUMER: Birmingham, March 5.

RAISING WATER BY ATMOSPHERIC PRESSURE.

SIR,—I was not aware, until I had read Mr. D. Muesel's letter, inserted in your Journal of the 6th inst., that the principle of my proposed plan, for raising water by "the pressure of the atmosphere," had been patented by Mr. Emalie, C.E., or that it had occupied the attention of any other person. If Mr. E. (or some one of your correspondents) would place you in a position to publish his plans and specification, it would be likely to promote the successful working of the patent, and would also furnish many of your readers with much valuable information.

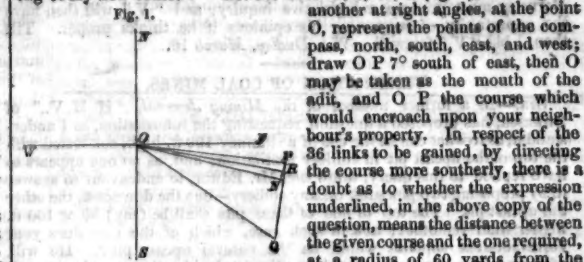
Ashburton, March 8. GEORGE BENNETTS.

ON THE MANUFACTURE OF IRON.

SIR,—The rationale of the formation of pig or cast-iron in a blast furnace is an interesting problem, which has long engaged my attention, and I submit my ruminations upon it, simply with the view of inducing thinking men to give the subject some attention. From furnace managers little can be drawn, but a sort of solemn mystification; and from parties generally, who are engaged in the manufacture, merely unmeaning technicalities, nothing approaching a rational theory. I believe, until the introduction of high furnaces, iron was not known as cast metal; this is generally represented as a carburet, or compound of the metal and carbon. In what different states of combination these two exist in the various qualities of pig-iron, seems altogether a case of doubt and uncertainty. It is generally supposed, that the proportions of the two vary little, or none, in different sorts of iron—so that the cause of the difference must be altogether in their state of combination. I will venture to put a query. In soft foundry iron may not the combination be very loose, amounting to little more than a diffusion of very minute particles of carbon through the metal; whereas, in hard brittle iron, the combination is perfect—that is, a solution of the carbon in the metal. Since pig or cast-iron can be obtained only by the reduction of ores in a high or blast furnace, its formation must depend upon some action going on in the upper part of the furnace, and that before any fusion of the materials takes place. The point for the latter has been ascertained to be very little above the tuyeres, or the point where the blast enters the furnace; and is, in all probability, where the last of the free oxygen of the blast combines with the carbon of the fuel, to produce heat. Immediately upon the fusion of the mass, pig-iron forms; while the earthy and other impurities separate as cinder. I believe an opinion prevails, that metallic iron, upon the fusion of the materials, combines with a portion of the solid ignited carbon, with which it then comes into contact. Metallic iron might possibly form in this manner; by the carbonic oxide, produced by the union of the oxygen of the blast and carbon of the fuel, combining with the oxygen of the iron in the ore to form carbonic acid, which, being driven off by the high heat, might leave pure iron; but I cannot think that the latter would combine with solid carbon to form cast-iron so near the tuyere, from the fact that such a result cannot be obtained in a smith's fire, where the circumstances approach so nearly—for, instead of cast-iron, nothing but cinder can be there produced, from the continued action of the blast upon a piece of pure iron, bedded in ignited carbon. I have been led, from the consideration of various subjects, which may not at first appear at all connected, and which at present I will not enter upon, as it would carry me away from the immediate point in view, and extend this letter to too great a length, to adopt a new theory for the formation of pig or cast-iron—viz.: that it is the united action of nitrogen and carbon which prepares the iron before fusion, by first reducing the oxide, then, combining with the iron, they form a cyanuret of iron, and this, upon fusion, passes into a carburet. Nitrogen and carbon form cyanogen, the base of prussic acid. Prussiate of potash will case-harden soft iron. All the substances used for hardening iron, as burnt hoofs, horns, &c., will, by proper treatment, yield the prussiate. My opinion is, that it is not carbon alone which influences the hardness, and other variations, of pig-iron, but that nitrogen has some effect. I leave the subject here for the reflection of your intelligent readers, and will return at a future period to the consideration of the cinder, effect of the blast, and general arrangement of the furnace.—SCOTTISH: Pontardulais, March 9.

MINE SURVEYING.

SIR,—In answer to the two questions on mine surveying, in your last Journal, I beg to hand the following attempts at solution. The first question was—"Suppose in driving an adit, at 7° south of east, I find that at that point, or bearing, I shall encroach upon my neighbour's property, I want to direct my course southerly, in order to gain 36 links in 60 yards (the mouth of the adit to remain where it was at first)—required, the bearing of my new course?" Let the lines N, S, E (fig. 1), crossing one another at right angles, at the point O, represent the points of the compass, north, south, east, and west; draw O P 7° south of east, then O may be taken as the mouth of the adit, and O P the course which would encroach upon your neighbour's property. In respect of the 36 links to be gained, by directing the course more southerly, there is a doubt as to whether the expression underlined, in the above copy of the question, means the distance between the given course and the one required, at a radius of 60 yards from the



centre in each; or whether this gain is required to be made in a straight line, with the required course—so as to make the length of the adit 180 ft. + 2376 ft., or 20376 ft.—to solve that case, as will be seen afterwards, I shall suppose that the former adit, O P, would have been at right angles to the direction of the boundary line of your neighbour's property. In the first case, we have the two sides O P, and O N, of the triangle O P N, given, equal to 60 yds., or 180 ft., and the side P N=36 links, or 2376 ft.: to find the $\angle P, O, N$, or, which is the easier way of solving it, conceive this isosceles triangle divided into two right-angled triangles by a perpendicular O R, let fall from O to the bi-section of P N, in which case it is only necessary to calculate the $\angle P, O, R$ —then, by trigonometry, we have $P, R = O, P, \sin \angle P, O, R$ (O, P being the radius), or $\sin \angle P, O, R = \frac{P, R}{O, P}$ —therefore, $\log. \sin \angle P, O, R = \log. 11.88$; $\log. 180 = 4.0748164$ — $2.552725 = 2.8195439$; therefore, $\angle P, O, R = 3^\circ 47'$, and $\angle P, O, N = 2 \angle P, O, R = 7^\circ 34'$, which, being added to 7° , makes the bearing required equal to $14^\circ 34'$ south of east. In the second case, of the same question, in the right-angled triangle O, P, Q (fig. 1), supposing P, Q, drawn perpendicular to O P, and O, Q, make $= 20376$ ft., there is given O, P = 180 ft., O, Q = 20376 ft., and the $\angle O, P, Q$ a right angle: then, by trigonometry, the co-sine P, O, Q = $\frac{O, P}{O, Q}$ —O, Q being the radius, or $\log. \cos P, O, Q = \log. 180, \log. 20376 = 4.2552725 - 2.3091189 = 1.9461536$; $\therefore \angle P, O, Q = 27^\circ 57'$, which makes the bearing required $34^\circ 57'$ south of east. In answer to the second query, which was—"How much will a bearing of 1° shift a course in one mile?" If we make O, P, and O, N (fig. 2), equal to one mile—P, N, the distance between them, is the quantity required; and dropping the perpendicular O, R, from O to the bisec-

tion of P, N—thereby forming 2 $\angle P, O, R$ —O, R, N. We have P, R = O, P, $\sin \angle P, O, R$, or $\log. P, R = \log. 5280 + \log. \sin \angle P, O, R = 3.7226339 + 3.9408419 = 1.6634758$; $\therefore P, R = 46.076$ ft., and P, N, the quantity required = 92.152 ft., or 92 ft. 1½ in.—OMEGA: March 8.

MINE SURVEYING.

SIR,—I find that Mr. Palmer, of Callington, has answered, or rather attempted to answer, "A.B.'s" questions: now, I beg to inform both parties, that the solution of the first question is incorrect; and, if followed by "A.B." will lead him into what he wants to shun—viz.: his neighbour's property; and the second, although true to the facts of a yard, is solved by a very intricate and circuitous mode of procedure. If "A.B.'s" questions are really practical questions, I demur to this mode of attempting to obtain answers to them; let that gentleman call to his aid some practical professional gentleman, and not trust to the crude effusions of a newspaper correspondent; for he may rest assured, that no person, after having paid a premium, and served a number of years to a business, will, or can, afford to give the results of his studies and experience to an anonymous correspondent.

March 9. F. B.

VENTILATION OF MINES—"V."

SIR,—I have read the letter of your correspondent, "V.," in your valuable Journal of March 6th. Mr. Gibbons, in his book, fully describes a plan of ventilation for the "thick Coal Mines of South Staffordshire," and distinctly tells us, that it has, for a considerable time, been in successful operation, and may be seen in constant action in a pit which he specifies. He, therefore, speaks of a fact, and unless "V." was prepared to disprove the statement, upon what ground has "V." a right to dismiss it as a "project," a "philanthropic fancy?" In another letter, of February 6th, he asserts that Mr. Gibbons's proposition was to use "natural means alone, exclusive of artificial." A reference to the text and the drawing (No. 3 of his book) proved to me that this was not true; and I, therefore, pointed this out in my letter of February 13th—directing "V." to page 21, showing that Mr. Gibbons's proposition was no such thing. "V." in his letter of March 6th, reiterates his assertion, suppressing all notice of what I had said, and very coolly remarks, that "V." has "condemned the chief proposition." "V." then proceeds to extract a part of a note—omits all mention of the text which follows, and explains Mr. Gibbons's meaning—and proceeds upon his own groundless assumptions to make his deductions. I shall, therefore, refer your readers to Mr. Gibbons's book, which will speak for itself, and they will judge of the context for themselves, and I shall close this part of the subject. I shall, as briefly as I can, notice some other parts of "V.'s" letter of March 6th. "V." with a considerable expenditure of words and figures, informs us that during the last hot summer, and more especially during the two months of July and August, that the mines could not have been worked by "natural ventilation without artificial rarefaction"; that there could have been "no ventilation whatever"; "that the ventilation would have reversed itself"; and that the upcast would have become "the preponderating column." We have many hundred pits in South Staffordshire, and these pits were all worked during July and August, and the whole year, by "natural ventilation alone, without artificial rarefaction, or the aid of any artificial means. Though it ought not to have been—so ("V." tells us)—yet there was a natural ventilation; although the ventilation ought to have reversed itself, it did not reverse itself; that, finally, although the upcast ought to have become the preponderating column, it never did become the preponderating column, and the air continued to ascend it uniformly. Here we have facts against figures; and facts are, proverbially, stubborn things. We may well exclaim, in the spirit of Madame Roland—"O science, how many errors are committed in thy name?" "V." still persists in comparing one of Mr. Gibbons's air chimneys to a Newcastle pit of six times the area, and which has to drain the gas from six times the quantity of coal. I pointed out, in my letter of February 13th, that each pit having only one sixth part of the drainage to effect, that, therefore, each pit (in engineer's phrase) would only have one-sixth part of the duty to perform—perchance this might dispose of the "heavy carbonic acid gas." "V." takes no notice of this; although he himself says, "more numerous pits ought to be put down." "V." uncourtously says, that "W." shows much "ignorance" to suppose 300° or 400° of heat can be obtained in the ventilating chimney. Indeed! "V." may, any day, see the immense volumes of air consumed in the hot blast furnaces impelled with a velocity far greater than can be found in any pit, maintained at a regular heat of 650°, by the diffused action of the heat obtained from a common stove fire, and transmitted (from the outside) through an iron pipe only 25 ft. in length. Why, therefore, cannot the heat of 300° or 400° be maintained from the heat concentrated in a tube of 90 ft. in length? A formula must be found, demonstrating that a part is greater than the whole, before my observation, in my letter of February 13th, can be disproved. "V." details, at considerable length, the advantages of rarefaction in the upcast pit, by a temperature of 100°. I reply to this, that if the air is withdrawn, or expelled by an air pump, high pressure steam, or rarefaction from the upper end of a column of air enclosed in a tube, that the air will rush forward to supply its place from the lower end of that tube, with a velocity proportionate to the greater or less approach to a vacuum that may be created in the upper part of the tube. If these things are true, all "V.'s" demonstrations of advantage of ventilation from the bottom of the upcast shaft disappear. "V." gives us a very gratifying piece of information in his letter, which I am rejoiced to

see—viz. that the upcast pit is frequently not used for drawing coal at Newcas-
sle, and cites Lord Londonderry as an instance. Mr. Gibbons
says, "I never ought to be used for that purpose. It is, indeed, a step in
adv-
er-
ery
or; and, it appears, they know the difference of an interruption to the
peast and downcast current, and so does "V." I suspect. I shall be
very happy to learn anything that such distinguished men as Dr. Murray
and Dr. Clanny will condescend to teach me. The awful catastrophe at
Barney must produce a legislative inquiry, and "V." will then have
the opportunity of supporting his opinions if he thinks proper. Till
then, I bid "V." farewell.—W. Dudley, March 10.

VENTILATION OF COAL MINES.

Sir,—In a former number of the *Mining Journal*, "H. H. V." of
Swansea, has proposed a question, requesting the information, as I under-
stand it, as to what can be the use of a chimney 100 ft. high, connected with
the top of the upcast pit in colliery ventilation; and, as no one appears to
have replied to this query, allow me, Mr. Editor, to endeavour to answer
it, by proposing two pits sunk on any colliery—one the downcast, the other
the upcast pit. The top of one of these pits shall be (say) 50 or 100 ft.
higher than the other; and in such case, which of the two does your
correspondent suppose would be the natural upcast pit? He will,
of course, if a practical man, immediately decide, the one whose top is
highest, and consequently in a rarer atmosphere than the lower one; he
help Nature, then, by the erection of a chimney over the upcast pit, and
the higher the better. Has "H. H. V." ever considered the principles upon
which a draft is carried up the chimney of a dwelling-house; and if it
smokes, why an extra pot is put on to raise it higher: this done to a small
extent, will generally have the effect; and the same effect will be found
to take place by erecting a chimney over the upcast pit of a coal mine;
while the area of the workings has nothing whatever to do with it, pro-
vided the pit and chimney are sufficiently large. I never saw an upcast pit
too small to my workings, and I have had them under 6 ft. in diameter.
"V." of Newcastle, also attacks the chimney, without seeming to under-
stand the whole plan; he says, while the temperature of the atmosphere
is under 62° to 64°, there will be a passage of air through the upcast pit;
but should the atmospheric heat of summer exceed that, then the whole
ventilation will be stagnant. Your correspondent is perfectly right so far;
but then we have a remedy at hand—viz., a good furnace at the bottom
of the upcast pit; and, if needed, one according to Mr. Gibbons's plan at
surface in the chimney, which will raise the temperature of the air from the
workings, let their area be what it may, higher than the hottest summer
day ever known, and cause a constant current of air through the mine.
One word more—Dr. Murray tells us, that Mr. Gibbons has hit the right
nail on the head, in his plan of colliery ventilation; allow me to ask,
has not the Doctor driven the nail quite out of sight, by pulling down the
tall chimney, narrowing the top of the upcast pit, and putting a cover on
it? I should much like an answer.—T. DEAKIN: Blaenavon, March 10.

DUTY ON FOREIGN COPPER ORES.

(Continued from last week's *Mining Journal*.)

Mr. Treffy, and the editor of the *Cornwall Gazette*, refer to the statistics of the American coal fields, which Sir C. Lemon published two years since; and they hold it to be conclusive, that, as Sir C. Lemon was of opinion that there could be no smelting in the United States, so there is no smelting there, notwithstanding it is proved that there are already two works in full operation; and they later remarks, with a sort of sneer, that "the story of smelting at Boston was told two years ago." Now, the "story of smelting at Boston" was not told two years ago, for the facts upon which it is founded had not then occurred. It is true that some experimental furnaces had then been erected, to ascertain if anthracite coal was applicable for smelting, and the success of the experiment led to the erection of the works of which I now speak. The editor further states, "that copper ores from Pennsylvania were sold last year at Swansea to the amount of \$5522," and demands with an air of triumph, "why did they not go to Boston?" This was no doubt, intended to have a very telling effect; and it is rather unfortunate that it is not true. If the ores had been really Pennsylvanian, it is quite probable that they would have gone to Boston; but as they happen to be Cuba ores, the circumstance of their coming to Swansea is not at all wonderful. The object of giving them the name of "Pennsylvanian" (which is probably that of the mine which produced them), was, no doubt, to distinguish them in the Ticking List from other Cuba ores brought by the same vessels; this is evident, in fact, as the *St. Lawrence* and the *Perrier* (two regular traders between Cuba and Swansea), by which the ores called "Pennsylvanian" were received, brought also about equal quantities of other Cuba ores, which were sold in the same tickings, under the denomination of "Cuba"; the same thing occurred again in August, when the ship *St. Lawrence* brought 279 tons of Cuba and 105 tons of "Pennsylvanian" ores to Swansea; and as the names of the vessels by which the ores are imported are always given in the printed tickings list, it is easy to identify particular lots, and to trace their origin.

Two years since Sir C. Lemon placed the question upon its true basis, when he said that the policy of continuing the duties must ultimately turn upon the facilities for smelting possessed by other countries in comparison with ourselves; if being, of course, implied that if the superior facilities possessed by this country were not proved sufficient to outweigh the countervailing duty, the decision must be against continuing the duty. Sir C. Lemon, from his high reputation, is, I am sure, a man of fair mind, and open to conviction; he would scorn to oppose subterfuges to argument, or to adhere to opinions once expressed, when convinced that they are erroneous.

Before referring to other authorities, let us see what says, on the subject of smelting in the United States, a true-hearted Cornishman as ever breathed, one to whom it is impossible to attribute any other motive or bias than a sincere desire for the welfare of the country in which he was born, and where he passed the greater portion of his life. I have before me extracts from two letters addressed by this gentleman, to persons resident in Cornwall—the first of which is dated 29th of Jan., 1846, and the second, the 30th of Dec. last. In the first, he writes, "Did Mr. —, when he was in the west, say anything about the high duties on foreign copper ores? The consequence of them has been that the Americans have turned smelters, and that we shall probably lose, ere many years are over, the smelting of all Cuba and South American ores." In the second, he says—"Copper smelting is daily increasing in this country, and unless we reduce the duty on foreign ores it will increase much more. No one in England seems at all aware of the great and extraordinary abundance of coal in America, and particularly in Pennsylvania." The opinions and warnings on this subject of the gentleman to whom I allude are well known to many Cornishmen, and will, I am sure, have their weight.

Mr. Brown, the Member for Lancashire, who is the proprietor of extensive coal mines in Pennsylvania, states in his published letter to Mr. W. Fatten, that the coal costs 4s. 6d. per ton on the spot; and Sir C. Lemon himself expressly says, that "our advantage lies not in the quantity or quality of our coal, but in its position with respect to the coast." The question is, therefore, reduced to this:—Is the disadvantage of the cost of conveying the coal to the ore, or, as in this country, the ore to the coal, sufficiently great in a money point of view, to counterbalance the advantage which foreigners possess over us in the lower rate of freight, and in the exemption from the duty of 6s. 6d. per ton? and to this question I proceed to apply myself. Sir C. Lemon says, "to understand the value of this last circumstance (the position relative to the coast), let us suppose for one moment an attempt to smelt foreign ores in Staffordshire." He will excuse my remarking, that the analogy between Staffordshire and Wales, and England and America, does not apply; no doubt it is cheaper to smelt ores in Wales than in Staffordshire; but supposing that a duty were imposed on ores smelted in Wales, from which Staffordshire was exempt, would he then think smelting in the latter district so entirely impossible? And it would be only under such circumstances that there would be any analogy between the cases.

I find, in a statement published by the Maryland Coal Company, that the Baltimore and Ohio railroad is completed, and in use, from Baltimore to Cumberland, which place is 10 miles distant from the Maryland Company's Collieries; and that the Chesapeake and Ohio Canal is completed, and in use from the district of Columbia to within 42 miles of Cumberland—one-half of these 42 miles being also completed, but not yet in use. I find also that the cost of conveying coal by the Baltimore and Ohio Railway is 1s. 1s. 6d. or one halfpenny and the sixteenth of a penny per ton per mile; which, on a transit of 100 miles, amounts to 4s. 8d. per ton of coal—or of 150 miles to 7s. per ton. Adopting Mr. Lyell's statement, that the bituminous coal-fields of Pennsylvania are 150 miles from the coast, which I take to avoid the possibility of difference, it being Sir Charles Lemon's own data, we have here groundwork of an undisputed character, upon which to found an accurate estimate of the relative advantages and disadvantages.

Let us see how the account stands—On ores of 20 per cent. the Americans have an advantage over us, as I have already proved, of

	Per Ton of Copper.
£3 per ton on the freight, or	£10 0 0
And in the duty, of	6 6 0
Together, amounting to	£16 6 0

Now, assuming that the coals have to be conveyed 150 miles to the smelting-works, the cost would be 7s. per ton of coal; and, supposing that 15 tons of coal are required for the conversion of ores of this produce into copper, we have a disadvantage of

	Copper.
5 5 0	
On the Chilian regulus of 40 per cent. the account stands thus—	
Advantage on the freight 24 tons, at 2s. per ton	3 0 0
Duty	6 6 0
Ten tons of coals, at 7s.	£11 6 0
	5 10 0

Advantage over England possessed by America

	Per Ton of Copper.
£16 6 0	
To a cost of conveying five tons of ore 150 miles, at 7s. per ton, would be	£11 10 0
And of conveying one ton of copper the same distance from the works to the shipping port, we will take at	1 0 0—2 15 0
Leaving the advantage in favour of the Americans	£15 11 0
On ores of 40 per cent. the account stands thus—	

Now, I have been informed, that, in estimating the quantity of coals required to convert ores of 20 per cent. into copper, at 15 tons for the ton of copper, I am rather beyond the mark; and that 10 tons of coals are more than sufficient for the smelting of ores of 40 per cent.; so that the advantage ground possessed by the Americans is really greater than I have here stated it; it is my wish, indeed, so to state the case, as to avoid every thing like exaggeration.

But inasmuch as, in England, the ores are conveyed to the coal, and not the coal to the ore, it is only natural to expect, that, when the facilities for transit between the coal and the coast, now so nearly completed in Pennsylvania, are in full operation, the Americans will find it their interest to adopt a similar course. Let us see how the account will then stand—

Advantage in freight and duty	£11 6 0
Cost of conveying 24 tons of ore to the mine	£10 17 6
And of a ton of copper to the port	1 0 0—1 17 6

Leaving an advantage in favour of the Americans

	Per Ton of Copper.
£9 8 6	

In these calculations I have taken no account of the saving in respect of the cost of conveyance from England to the United States, which the Americans possess, to the extent of their own consumption of copper, which is large, and greatly increasing with their increased shipbuilding and manufacturing establishments. Mr. Lyell informed Sir C. Lemon, that "the anthracite of Pennsylvania is within 60 miles of the sea, with canal, railway, and river carriage to convey it to the ship;" but Sir Charles was under the impression that this particular description of coal was not available for smelting. The establishment of the Revier Copper Company's Works at Boston is a sufficient answer to this objection; and in this case, at least, the cost of transit, whether of coals or ore, could form no serious difficulty. But I have preferred founding my calculations upon the bituminous coal, because it possesses the most perfect and level comparison with smelting in England. And here I may observe, that quotations of prices of coal at different foreign ports afford no just means of judging of what the cost of coal for smelting purposes is, or would be, in their respective localities; and for this reason, that the prices given are those of the large and picked coal for the consumption of steamers, for household use, and for other like purposes: whilst in copper smelting only the small or refuse coal, which is of comparatively little value, is employed. For example, that at Swansea the price of house and steam coal is from 12s. to 12s. 6d. per ton—whilst the cost of the coal for smelting is from 8s. to 9s. per ton. The price of the coal for the use of the Cornish mines, which contains a certain portion of the small, is from 8s. to 9s. per ton. The demand for the small coal in the United States, especially at the mines, where there are few manufacturers, must be even less, and the price of the small coal lower in proportion.

I have said nothing of the means of smelting possessed by France or Belgium, because these countries have yet made but small progress in this respect, and my letter is sufficiently lengthy without introducing upon unimportant topics. It is of small moment in what country the ores are converted into copper. A few words of explanation may be desirable in reference to the advantage which the United States and other countries enjoy over England in the rate of freight, which I proved in my first letter was equal to 2s. per ton of ore. It is chiefly the result of the tariff of 1842, which, by imposing a duty on foreign copper ores, brought them within the operation of the navigation laws, which permit the produce of foreign countries, imported for manufacture, and paying a duty, to be brought home for sale, and to be re-exported, without being liable to the payment of the same duty; previously to 1842, a large proportion of Chilean ores were conveyed in foreign bottoms, and the rate of freight was then much lower. But it is also, to a great extent, and especially as regards the South American ores, the consequence of the want of back freights which the American, Danish, and other vessels trading with that part of the world, labour under. English ships have nitrate of soda and guano, as back freights, as well as copper ores, whilst the Americans consume but little of these articles.

It may be objected that the smelting-works which have been erected abroad have not as yet reached any great magnitude, in comparison with the gigantic establishments at home. It should be remembered, however, that they are yet infants of scarcely two years' growth, and in that short space of time they have arrived at a magnitude which is equally surprising and alarming, and which I do not believe could have been exceeded in similar undertakings in this country. If they had arrived at a much greater extension, I should have been spared the necessity of endeavouring to place this great Cornish question in its true bearings before the mining public, for the mischief would then have become irretrievable. It is, because I hope and believe that there just time parvally to remedy the great error which has been committed by the imposition of these duties, that I now address you, and through you the mining interest of Cornwall, which is so deeply concerned. When the house is burnt to the ground, it will be a waste of time to ring the alarm bell.

Mr. Treffy says, that "the withdrawal of the duty on spelter ruined all our zinc mines immediately, and that our manganese mines were ruined from the same cause." I believe he will find, on inquiry, that the production of spelter in this country was never great, and that the Cornish manganese mines were ruined from the same cause. But it is true that the Cornish zinc mines are not by nature so rich, and cannot be so cheaply worked, as those of Flintshire, the Isle of Man, and the north of England; and that the latter have, in consequence, secured the greater portion of the trade. But does he think that the Legislature could protect the Cornish mines against their richer rivals in other parts of the kingdom? And with regard to manganese, I think there are parties in Cornwall who could inform him, that he attributes the depression in that branch of manufacture to a wrong cause.

I have now done; I have endeavoured to place the question under discussion upon a clear and intelligible basis, and to give good and solid reasons for every opinion of argument which I have advanced; and unless I observe some sober and intelligent attempt to deal with the question in a similar manner, I shall not resume. It would be, indeed, an endless as well as a useless task, to continue encountering vain repetitions; and having given, as I believe, a complete answer to every point that Mr. Treffy has raised, I shall not molest him. Of that gentleman's letter, I accept by repute, and, by that line, I have dealt with him as I considered him to be. But it is not his own production; I have no feeling of any kind in reference to him—and if I have employed any expressions calculated to be disagreeable to him, it has been because I deemed it necessary to place in the strongest light the erroneous and injurious character of the opinions which he has, no doubt honestly, expressed—and to show the mining interest of Cornwall, that the course he would have them pursue, is pregnant with the most fatal consequences to their own best interests—that the only protection, in fact, which is available for Cornish mines, is to secure for British interests the control of the copper markets in the world.

Feb. 23.

THE MINING INTEREST OF CORNWALL.

"Murder will out."

TO THE EDITOR OF THE CORNWALL ROYAL GAZETTE.

Sir,—The bold assertions in "A. B." last letter were, perhaps, thought calculated to "take the garrison by storm." Before, however, this last assault could take effect, Mr. Muntz had probably said tears because the besieged were too obstinate to capitulate. Now, Sir, although for a time we may consider the Cornish miner safe, and although a man who answers the letters of an anonymous writer can never agree anything with the same freedom that his rival does—and, therefore, though I confess that unless any one addresses me in future under his own proper name, it is not my intention to answer him—I do not think it expedient, at the close of this correspondence, to let "A. B." march out of the field, as if he really were not "Y. Z." or "CORNBURISH."

Let any one read the letters of "Y. Z." written in Oct., 1846, and he will find various personal attacks so similar both in style and wording to those in the letter published as an advertisement on the 12th ult., that no one can mistake the writer. Having then complained in one of my letters of his using an anonymous signature, he ridiculed the use which I made of "my name because it was a new one;" and in his letter of the 12th ult., after stating that I do not myself believe the libellous words which he had put into my mouth, but which I never uttered, he adds "it is one of those ancient prejudices which he has deemed it becoming to adopt with a new name!" I have not at hand "Y. Z.'s" letters in 1846, but let those who follow the *West Briton* papers read and compare their similarity in composition and their scurrility with that contained in those published during the last month, and they will be sure to identify them as the production of one and the same person. To return to the great question at issue, I stated that "A. B." had blinked the question of the cost of smelting copper ore, say in France and Belgium, in answer to which, he gives us calculations of smelting ores in America so much under our prices at Swansea, that, if it be true, the withdrawal of our protecting duty would be useless!

Boston is one of the places named by him for cheap smelting, to which place from Pennsylvania, at 150 miles distant, coals are expected to be conveyed for 7s. per ton by land and canal, being nearly twice the distance that Swansea is from Hayle, where the freight of coals, though "all one winds way," amounts to just the same sum, and where the smelting of copper ore have been tried and failed, the expense of freight of the coals being so much more than the expense of taking the ore to the coals. Now, notwithstanding "A. B.'s" flourish and figures as to the cost of smelting in Boston, it so happened that Mr. P. Johnson introduced at Fowey Consols and Par Consols Mines on Wednesday last, a very intelligent gentleman, direct from Boston, who is much concerned in copper mines, and he, in the most direct way, ridiculed the smelting of copper ore at Boston, where coals are so scarce and dear, and the delusion in placing it for such a purpose in competition with Swansea! He said that every attempt to smelt ores at Boston had so far ended in failure, loss of capital, and disappointment; and added that, although in the neighbourhood of Lake Superior he thought that there would be rich copper mines, he calculated on all the ores being sent to this country for smelting, and that the practice of taking the ore to the coals, and not the coals to the ore, would still continue. I trust, Sir, that "A. B." will not again boast of his facts, though I shall take the liberty of contradicting him.

As Swansea, he says, "the price of the coals for the use of the Cornish mines, which contains a certain portion of the small, is from 8s. to 9s. per ton. Everything, in fact, connected with smelting in Wales where the smelting is carried on, must be shown up as dear and high priced. Now, I have several coasters in the coal trade, for the supply of coals to the engines on my mines, and I always endeavour to get the best, whilst considering the work they do, are, in the end, the cheapest."

At present the prices of mining coals are as follows:—Swansea—Stranger and Parsons' coals, which I take to be the best, are 10s. 6d. per ton; the Foxholes coals are the highest priced, being at present 7s. 6d. per ton, though not so serviceable for mines as the other; and there are coals called Quakers' coals, at a less price than either of the above. At Port Talbot the best mining coals are 6s. 3d. per ton; and at Llanelli, those sold for the Cornish mines are the same price. These prices have never been exceeded. Jos. TIOS, TREFFY.

Place, March 1.

FREE TRADE IN COPPER ORE.

TO THE EDITOR OF THE CAMBRIAN.

Sir,—I am much surprised that, while exertions are made by the towns of Liverpool, Manchester, and Birmingham, to induce Government to take off the duties upon foreign ores, something has not been done at Swansea—the town, of all others, that will most assuredly suffer most if these duties are persisted in. You have now a Chamber of Commerce, and I would humbly suggest their following the example of our chamber, as it were, at Manchester, being nearly a body not less influential, and of which have forwarded strong petitions for presentation by our members upon the subject. Though the reply by the Chancellor of the Exchequer is, that he can remit nothing, this reason of this class of duties, yet there is a feeling that, before the end of the present year, an exception may be made in reference to ores; the amount of duty received being so inconsiderable, and becoming less every quarter, by the conversion, to a considerable extent, of these ores into copper on the spot, or elsewhere, abroad, at once establishing a competition with our English smelting works. Indeed, the import for the last year and a half has been declining above 30 per cent., smelting-works having been established in Chili and the United States, both at Baltimore and Boston. I am further informed by a German merchant here, that they are sending ores to Hamburg, and also Sweden; so that the Indian and French markets are already drawing their supplies from these sources, with great advantage to themselves, and detriment to the English smelter. The falling off in the exports from England to these markets is said to be, for the last two years, nearly 300,000 tons of copper per year. I am not at all alarmed, nor should I like to overstate the position of the copper smelting interests, from the effects of the import duties of 1842, but would refer to either of the establishments connected with the trade near your town, for a corroboration of what is now stated. I would, therefore, earnestly suggest and recommend the subject to the serious and prompt attention of your chamber, just established, as one worthy of their maiden exertions; and, like some of our free-trade movements here, never abandon it but with the remission by Government of the injurious import duty also.—FREE TRADE: Manchester, March 1.

COAL.—The Commissioners of the Customs have issued directions to the collectors and controllers at the several ports throughout the United Kingdom, to prepare, with the least possible delay, and transmit to the inspector-general of imports and exports the following account, so far as related to their respective ports—viz: An account of the number of tons of coals, culm, and cinders, respectively, shipped at the several ports of England, Scotland, and Ireland, to other ports in the United Kingdom, in the year 1846.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

THIS DAY Irish Waste Land Improvement Soc.—King's Head Tavern, Twelve for One.
MONDAY Brighton & South-Eastern Rwy (shareholders)—London Tavern, Twelve.
TUESDAY Kirkcudbrightshire Mining Company—offices, at Twelve.
Newport, Abercromby, and Hereford Railway—offices, at Twelve.
Great Indian Peninsula Railway—offices, at Twelve.
WEDNESDAY Compressed Air-Engine Company—Thatched-house Tavern, at Twelve.
THURSDAY Great Wheel Marthia—offices, at Two.
[The meetings of Mining Companies are inserted among the Mining Intelligence.]

NISTER DALE IRON COMPANY.

A general meeting of shareholders was held at the offices, Old Jewry Chambers, on Thursday, the 11th inst., when a report, with the accounts, was submitted and approved, and resolutions passed with reference to the future government and working of the property possessed by the company; as also the works in this country. From the extension of the sets, and the prospects held out, strong expectations are entertained as to highly profitable results arising from the operations of the company, which appear to be carried on with vigour; while there is no want of capital. The late acquisition is said to be highly favourable to the company, and the steel produced from the iron smelted at the mines is held in high estimation. A more copious report will appear in our columns of next week, with statistics, which, we doubt not, will be deemed of interest, if not of importance. The meeting passed off well satisfied with the report made, and, thanks having been given to the chairman and directors, the meeting adjourned.

BRITISH AMERICAN LAND COMPANY.

The annual meeting of this company was held at the London Tavern, Bishopsgate-street, on Monday, the 8th inst.

ALEXANDER GILLIESPIE, Esq., in the chair

The advertisement convening the meeting was read, also the minutes of the former meeting, which were confirmed.

The CHAIRMAN then read the report, from which we make the following extracts:—

This report, the directors are happy to observe, exhibits a marked improvement in every branch of the company's business. The sales of land amount to 17,350 acres, for 12,639, 13s. 8d. currency, being an average of 12s. 8d. per acre for unimproved lands, and of 1411. 10s. for town lots in Sherbrooke, and showing an increase above the sales of last year of 3220 acres, and \$850, 5s. 2d., and in average price of 1s. 3d. per acre; notwithstanding, every care has been exercised to avoid sales to irresponsible parties. As stated in the last annual report, the commissioner in Canada was about to institute a rigid scrutiny of the former sales of land by the company, with a view to the withdrawal of such as were not likely to result favourably. This examination has now been completed, and under the instructions of the court the commissioner has resumed 26,837 acres, previously sold for 17,253, 8s. 9d. His report states that the mortgage debts, which he regards as secure, and likely to be punctually paid, amount to \$2,360,400; those which are doubtful (of which a proportion may have hereafter to be cancelled), amount to \$179,900; and the sales within 1846, which he believes will, in the great majority of cases, prove good, to 12,639,13s. 8d.; making the total mortgage debts amount to \$2,540,300. In submitting this statement to the proprietors, the directors have much satisfaction in pointing out, that, notwithstanding the large sum deducted for cancelled sales, the assets of the company, under this head, remain nearly the same in amount as last year, while the character of these debts is very materially improved.

The subject, however, to which the directors advert, with most pleasure, is the very important increase in the receipts of the company in Canada, during the year. The total amount has been 7574, currency, being, as compared with last year, an increase of 4652, 8s. 4d. as this shown:—

	1845.	1846.	Increase.
Mortgage debts	\$2783 17 9	\$2081 11 11	\$797 14 4
Real estates	539 9 11	1239 16 9	700 13 10
Sherbrooke Town	15 7 8	463 5 0	447 17 5
Rents	83 4 8	667 16 3	584 11 7
	\$2921 13 9	\$7452 9 11	\$4530 17 2

Prem. of exchange, £211 1 2
Less transfers..... 89 0 0
\$2921 13 9
\$7574 11 1
\$4652 18 4

These results the commissioner attributes, in a great degree, to the increased activity given to business generally in the eastern townships by the prospect of the early construction of the railway, and to the operation of the system of produce payments, which have enabled every industrious purchaser to fulfil, in part, his engagements. Its beneficial effects may be further judged of, from the circumstance of purchasers having, in many cases, preferred, in this mode of payment, to anticipate the period at which the claims of the company become due.

The expenses for management in Canada, inclusive of sums due for the service of 1845, have been 1770, 13s. 9d., H.C., and for statute labour, and other ordinary current expenses, inclusive of several claims for previous years, amounting to \$2496, 8s. 4d., a balance of income over the proper annual expenditure of 92211, 8s. 7d., H.C., or 4692, 5s. 10d., sterling. It has, however, been deemed absolutely necessary by the commissioner, under the sanction of the court, to devote, as shown by the accounts, the greater portion of this balance to works considered essential for the future success of the company, particularly in the opening up of new lands for settlement, and in the town of Sherbrooke, where it became requisite to make considerable advances in the re-construction of the woolen factory and grist mill, &c., which were destroyed by fire in February, 1846; and also in the development of the water power held by the company. In replacing the factory and mills, the commissioner has, with the approval of the directors, preferred to induce their re-establishment by individual enterprise, instead of making the company, as heretofore, the proprietors; the amount thus paid has, therefore, been advanced on adequate security bearing 6 per cent. interest; while the water power is leased for a term of years at a moderate rent. With respect to this portion of the company's estate, it is matter of congratulation to observe, that the advance of the year continues paying, the sale of lots having this year amounted to 114 acres for 1661, 10s., while a number of water lots have been let on building leases. The commissioner states to the directors his confident opinion, that the advance of the country, consequent on the formation of the St. Lawrence and Atlantic Railway, will speedily render this town one of the most remunerative portions of the company's investment.

The assets in Canada, at 31st Dec., 1846, as compared with the previous year, are—

	For 1845.	For 1846.
Cash	\$426	\$284
Freight	657	805
Cotton factory	500	425
Railway shares deposit	280	2400
Bills and notes, 1066, 945,	2031	2985
	\$3864	\$7569
Less received from England—1800 sig.	2000	2000
Totals	\$2864	\$5569

With respect to the expenditure in London, the directors have only to remark that the utmost economy has been observed; and the total outlay, as shown by the accounts, amounts to 326, 6s. 7d. In their last annual report the directors drew the attention of the proprietors to the prospects of the St. Lawrence and Atlantic Railway, and they have now the pleasure to announce to the proprietors the commencement of this important work, and to add that portion of their commissioner's annual report relating to the subject:—

"While I believe the foregoing statements warrant me in congratulating the court on a manifest and progressive improvement in the affairs of the British American Land Company, I would not conceal from them, that, from the ordinary resources and natural assets of the country where their property is situated, it must evidently be a considerable time before any adequate return could be made to the proprietors on the very large sum invested; and that, unless a powerful stimulus be applied to the eastern townships generally, no system of management, however good, can, in my opinion, do more than produce a moderate increase in the Land Company's business. It is, in this view, that the operations of the St. Lawrence and Atlantic Railway ought to command the sympathies and assistance of every proprietor in the Land Company, as supplying all that has ever been required to render their property valuable; the soil is fertile, the climate salubrious, the population industrious, and the geographical position of the eastern townships superior to any other part of Canada; but, having no access to market, all these advantages have been rendered nugatory. It is quite erroneous to suppose, that there is any natural inferiority in the eastern townships, to account for the current of emigration exclusively setting to Upper Canada; it is, I believe, solely attributable to the fact, that the only having, from its first settlement, been readily accessible by water; and, I may add, that it is as hopeless to expect the eastern townships to fill with population without greatly improved communications with market, as it would be to attempt to settle the township of Hoxton without making the lands accessible by roads. I, therefore, consider it a much more important subject of congratulation to the court to have it in my power to inform them, that ground has at length been broken on the St. Lawrence and Atlantic Railway, and the line placed under contract from Montreal to the township of Acton, a distance of 45 miles, with the intention of advancing it to Sherbrooke, and the frontier as rapidly as funds can be procured. I do not wish the court to infer that the portion of the railway now in progress of construction, is likely at once to give the stimulus alluded to, but it is a great step in the right direction, and brings the completion of the work within reach of those interested. I have so frequently had occasion to refer to the importance of this work, that I do not purpose to occupy the court with further allusion to it now; but, as I have dwelt with satisfaction on the general improvement in the company's affairs, I wish to accompany that statement with an avowal of my conviction, that the fact of the guarantee of future prosperity to the company is to be found in the prosecution of the railway; and, from the day the line is opened to Sherbrooke, the proprietors may date the commencement of a new and profitable era in their affairs."

While advertising to the railway, the directors would express their opinion, that they have no expectation of requiring a further advance of funds from the proprietors to meet the payments on the stock held by the company—arrangements having been made which will render this unnecessary, at least so far as the calls for the present year are concerned.

The CHAIRMAN thought it was unnecessary, after hearing such a report—a copy of which had been delivered to the proprietors—to occupy the time of the meeting by many observations; but he should be happy to afford any information, as far as it might be consistent, though it could be better done by Mr. Galt, their commissioner. He must congratulate the proprietors on this being the most satisfactory report they had been able to present for a number of years. (Hear, hear.) He did not mean to say, that the directors meant to take any great credit to themselves for this, as circumstances had occurred which necessarily favoured it; but it might be attributed, more than anything, to the energy and judgment of their commissioner. (Hear, hear.) It was stated in the report, that a very considerable number of sales had been cancelled; the subject was brought before a previous court, when the sanction of the proprietors was given to it,

as the directors thought that, where sales were not expected to be realized, it was better to get rid of them off the books of the company. The wisdom of this step was now more apparent, as their affairs had taken such a favourable turn, for the parties might still have been in possession, and able to obtain the benefits the company now hoped to receive from their occupation. There was now a railway under contract for 45 miles, and they would have the advantage of a station being on the lands of the company, or, at least, within a radius of 10 miles of a district, in which they had from 70,000 to 100,000 acres of land, which he might greatly attribute to Mr. Galt being one of the railway directors. The facility of intercourse, both for passengers and for settlers, to be expected from this railway, must be great, and the produce of the lands would be conveyed much cheaper to the different markets, which was of great importance to this company. (Hear, hear.) Various sorts of produce were raised in the district, and he understood that Indian corn was grown there in large quantities, but the great difficulty was getting it to market; and, more particularly, in the article of ashes, where they were purchased at 18s. a load, and the cost of transport was 5s. in addition, which was almost a prohibition. There was another point in the report which related to the surplus revenue over the expenditure. Now, the directors thought it would be exceedingly bad policy to part with this, for the sake of a dividend, when, by retaining it for useful purposes, they might greatly aid the proposed railway—for it was absurd for them to pull up and do nothing, when they knew that, by the formation of the proposed railway, they were to be so greatly benefited. (Hear, hear.) All he could say on this head was, that they might rely on the directors having every regard to economy, by husbanding those resources, so as to make them applicable to the best interests of the company. (Hear, hear.)

Mr. N. GOULD moved the adoption of the report. He quite agreed in the propriety of leaving any surplus to the discretion of the directors, instead of allowing them any small per centage, though he admitted they had waited long enough for some return—for there was now a likelihood, after a few more years, of seeing such an impulse given to their property, from the effect of the railway, as must make it remunerative. (Hear, hear.)

Mr. MAULEVERER asked, if certain items of the expenditure could not be further reduced?—The CHAIRMAN said, they had used the utmost economy. As to the grist mill, they were obliged to rebuild it; but on that being done, they leased the water-power only, which brought them 87s. a year, which showed how anxious the directors were to have an interest in this also. The advance was to be repaid to the company in six years, by annual instalments, at 6 per cent. interest, and for which they had security over the building and machinery. The reason they did not insure the former building was, that the assurance was as high as 4 per cent.

Mr. CHRISTY observed, that the laws of Canada did not, he thought, allow of a mortgage of machinery, but only on the building.—Mr. GALT (the commissioner) said, it was done under legal opinion and direction.

Mr. CARTER seconded the adoption of the report, which was agreed to unanimously.—Mr. CLARKE thought the interest of the company was greatly involved in this railway. (Hear, hear.) He would like to receive some further information on that important subject.

Mr. GALT said, this company had taken an interest to the extent of 20,000l. in the St. Lawrence and Atlantic Railway. Contracts had been entered into to the extent of 45 miles; the first 30 miles of which were expected to be finished in August, and the whole 45 miles he hoped to see in operation by the month of July following, but a portion would be in operation in the present year. (Hear, hear.) They had their Act of Parliament, but found a difficulty in putting the whole line under contract, as they had not yet the whole capital; but very few, if any, of the American lines had commenced with the whole capital subscribed. The American board had put their 40 miles under contract, which was to be completed simultaneously with that of this company. There would also be a railway from Boston, extending to and joining theirs at Sh. brooke. Although the American railroads were not commenced with the full capital, yet they paid in New England an average dividend of 7 per cent., and in New York 10 per cent. (Hear, hear.)

Mr. CLARKE asked, in what position they were with the road from Quebec to the company's property at Sherbrooke?—Mr. GALT said that was completed, but it was not a railroad.

Mr. CUMMINS (a director) said, in answer to a proprietor, that they hoped to be provided for the calls for the present year; and they also expected the resources of the company would come in to meet the future calls, so as not to trouble the proprietors. (Hear, hear.)

Mr. Gould, Mr. Christy, and several other proprietors, expressed their satisfaction at these statements, and urged the propriety of seconding the efforts of the directors in carrying out this railway, which was the only means of rendering the lands valuable and remunerative to the shareholders.—Messrs. Ellice, Mills, and Poynder, were then unanimously re-elected directors.—Messrs. Brooking and Pemberton were also elected new directors, and Mr. W. Chapman an auditor.

Mr. WHITE, who was a candidate, did not wish to put himself in opposition to the gentlemen chosen; but expressed his intention to offer himself again on a future occasion.

A vote of thanks having been passed unanimously to the directors, Mr. GOULD moved a vote of thanks to Mr. Galt, the commissioner.—Mr. Poynder, as one of the directors, begged to second the motion, by that means showing that the board had an equally high opinion of the talents and merits of their commissioner. (Hear, hear.)—The meeting then adjourned.

NEW BRUNSWICK AND NOVA SCOTIA LAND COMPANY.

The annual meeting of this company was held at the offices, 5, Copthall-court, City, on Thursday, the 11th inst.

JOHN MOXON, Esq., in the chair.

The SECRETARY read the following report of the directors:—

REPORT.

Agreeably to the understanding among the stockholders that, on the return of Capt. Hayne to England for the winter of 1845-6, further efforts should be made to promote the emigration of labourers, by engaging a vessel to sail on a fixed day, and thus relieve parties unaccustomed to shipping arrangements from much of the trouble and uncertainty attending the passage out; the directors continued their zealous attention to this subject immediately after the last annual general meeting, and the ship *Wellington* sailed accordingly from London, about the middle of May, carrying out 19 persons, whose passages were arranged for by the company—several other parties provided their own passage; but, on looking to the total amount of emigration thus promoted, it is obvious that the result, at all events, in the year 1846, was not attended with the amount of success, which also cannot be ascribed to the efforts made by the directors. In the meantime, the effects of the correspondence entered into, and the greater publicity thereby given to the company's position and objects still remain; the applications for information in the present season are double those of the previous year, and we trust, therefore, that from that source, and from the greater emigration to British America, now in progress, an increase in land sales will take place in 1847. The total expenditure upon this experiment, for exciting emigration, appears, from this and last year's accounts, to be as follows:—1. Chief commissioner's passage and return, and travelling expenses in England and Scotland, 186l. 16s. 6d.; 2. Advertisements, notices, and sundries, increase of 25l. 12s.; 3. Aid to emigrants, 8l. 10s.—200l. 18s. 6d.

The directors unanimously concurred in the expediency of making this experiment, and feeling it to be their duty to afford all the assistance in their power to this object, they beg leave to state that they postponed, during the past year, the usual annual appropriation of 180l. to themselves. By the annual report, recently received from the chief commissioner, it appears that 3975 acres 2 rods 26 perches (including one town plot and three small lots adjoining to Stanley), were sold for 301l. 7s. 6d. in 1846 to 36 persons, which is an increase of 1150 acres over the sales of 1845. The number of families settled now amounts to 180, which is an increase of 26. We beg to lay before you the following comparison of stock and crops belonging to the settlers, for the three several years:—

	1839-40 settlers.	1844-45 settlers.	1846-47 settlers.
Wheat	259 bush.	1299	1030
Buckwheat	1385	2083	1205
Oats	2550	11503	9663
Barley	69	178	384
Rye	31	108	10
Corn and Peas	—	—	—
Potatoes	5912	21714	14832
Turnips	188	3021	4682
May	191 tons	437	640
Cattle	—	330	397
Horses	—	65	72
Sheep	—	297	538
Pigs	—	215	310
New land	91½ acres	402	476
Lands ploughed and sown	—	180	333

Although some returns in this list do not show an increase of produce, still there is a considerable proportionate increase in stock and land clearings. No return exists showing the number of acres cleared on each of the lots occupied, but, judging from the progressive increase in the amount of new clearings, reported for some years past, there is no doubt that there are at present as many acres of cultivated land belonging to each farm, as constitute a well-established settlement, beyond the reach of ordinary casualties. Out of the entire tract of 260,417 acres, 27,247 acres have been sold or granted. On comparison of the London balance-sheet for 1846 with that of the previous year, and with the anticipated receipt and expenditure stated in last half year's report, it will be perceived that the total expenditure, 1176l. 9s. 3d., is below the estimate of 1300l. On the other hand, the receipts, 1396l. 2s. 9d., are also below the estimate by 267l. 16s. 6d.—the amount paid into the company's bankers, on account of land and emigrants, amounting to 282l. 2s. 6d., instead of 550l., as estimated. The surplus of expenditure for 1846, which was estimated at 960l., amounts, as will be collected from the annual accounts, to 784l. 6s. 3d. Keeping in view the principle, to which constant attention is directed, that the company's expenditure at Stanley ought to be covered by the annual receipts, and that the latter should also discharge the sums usually received in London for land sales and settlers' remittances—so far as least as to cancel all further charge on the capital—we regret to remark, that

this result has not been realized in 1846. With regard to the annual cash account from Stanley, it will be observed, that the small balance against the company, existing on the 31st December, 1845, of 384l. 16s. 3d., is increased, and now amounts to 1847l. 8s. 6d. The net receipt at Stanley, in 1846 (excluding 300l. currency drawn on Messrs. Williams, Deacon, and Co.), was 1150l. 1s. 3d. against 1855l. 4s. 5d. in the previous year. On the other hand, the net expenditure (omitting 444l. 4s. 3d. paid for settlers' remittances) amounted to 1405l. 5s. 1d. against 1164l. 13s. 5d. in 1845. From Capt. Hayne's report, it appears that the deficiency in receipts has been partly owing to the non-payment, in due time, of a balance owing for property sold. The sum credited to land sales, has decreased from 567l. 11s. 7d. to 472l. 12s. The directors believe that a part of the deficiency in the instalments on land, especially in the first half of 1846, is attributable to the non-payment by lumberers, of sums due by them to various settlers in their employ. In the mean time, the sum of 4402l. 0s. 9d. currency, exclusive of interest, is due to the company for instalments on land, of which about 1800l. is overdue. Under these circumstances, the directors have instructed the chief commissioner to turn his attention more particularly to the latter item, with a view of collecting the instalments overdue, and thus increasing the receipt from land during the present year—so as to cover all the ordinary charges, including, if practicable, the balance outstanding at Stanley 31st Dec. 1846. Supposing, however, that this latter anticipation may not be realized, and that Capt. Hayne may be compelled to cover the existing deficiency, by a draft on London for 250l. sterling, which has been authorized in case of need, the directors now proceed to lay before you their estimate of receipts and expenditure in London for 1847, by which it will be observed, that, although the balance charge on capital will be less, yet that there will probably be a deficiency, notwithstanding the postponement of the directors' salaries, on the 31st December next, of about 400l.

Balance at Messrs. Williams and Co., 31st Dec. 1846	£49 13 0
Deposits on account of settlers	300 7 0—2360 0 0
PAYMENTS.	
Draft from Stanley	250 0 0
London salaries	206 6 0
Office sundries, printing and stationery, postage, advertising, petty cash, and incidental expenses	208 14 0
Interest and agency	85 0 0—£750 0 0
Balance deficiency, 31st Dec. 1847	£400 0 0

All possible exertion will be continued by the directors, to abate the surplus charge; and they do not contemplate the necessity of making, during the present year, any further call on the capital stock. No progress of importance has been made in 1846 towards the construction of railways in the province of New Brunswick, nor any towards the commencement of the projected military road, or line of railroad between Halifax and Quebec. The surveys for the latter have been continued by her Majesty's Government on two lines instead of one. It will be satisfactory to the stockholders to learn, that, during the last session of the Provincial Legislature, the honourable House of Assembly, voted 400l. currency for improvement of roads in parts of the county of York, lying within the company's tract; and as this company, independently of the payments made to the Colonial Treasury for land purchased, and of its remittances to the provinces for improvements is, at this time, and has been for many years past, through its correspondence with all parts of the United Kingdom, an active agent for distributing information, and explaining the prospects and advantages of the province, the directors cherish the expectation, that, amongst the votes for roads, bridges, and schools, the House of Assembly of the province will consider it to be both just and expedient, that a public grant should be annually appropriated for those objects on the lands belonging to this company.

Having observed that two stockholders possessed altogether of 1500l. capital stock, have, notwithstanding repeated notices, neglected the payment of calls and interest now long outstanding, the directors have felt it to be their duty to include a notice thereof in their usual advertisements for this meeting, and now beg leave to recommend to the stockholders a resolution confirming the directors' vote of forfeiture of shares. The following directors beg leave by rotation—viz.: Richard Godson, John Moxon, Thomas P. L. Hallett, Samuel Eustace Magan, James William Ogle, Thomas Potts, Esq. (directors), and W. Stewart, Esq. (auditor), all of whom being re-eligible, offer themselves accordingly.

The accounts were also laid before the meeting.

The CHAIRMAN moved that the report and accounts be received. If any proprietor wished for explanation as to either of these, he should be happy to give them, although the directors had made the report as comprehensive as possible; if not, he would just allude to three or four points of importance.—Mr. HANKEY asked, what was the directors' opinion as to the comparative state of the accounts in December last, and in December, 1845? Did they think that any advancement had been made between these periods?—The CHAIRMAN replied, that the surplus expended was undoubtedly more in 1846 than in 1845, in the proportion of 794l. to about 200l., and that in 1847, it would be reduced again to about 400l.; but then, it would be recollected, that the average surplus expenditure, or charge upon capital, had been, about three years ago, and for some years before that, 1600l. He did not by these remarks wish to represent that the company's affairs were prosperous; but merely that they must be considered as in a state of improvement. The directors, who were themselves largely interested in the company's stock, were most fully aware of the necessity for reducing the expenditure, if possible, within the limits of the annual receipts, or preferably of increasing the land sales and settlements, and with them the annual receipts; they would continue to use their best efforts for that purpose, and advised the proprietors, in the meantime, to keep in remembrance that, after all, they had as yet sold but 27,000 acres out of 560,000; and that the stronghold of the proprietors was the large estate of about 540,000 still remaining. With regard to the expenditure of the current year, the directors would as usual apply the strictest accuracy; and, as a considerable amount of instalments on land sales was overdue, the directors had instructed the chief commissioners that, in the advanced and thriving state of the settlers, they expected the receipts from that source would be enforced, and by pressure, if any should be needed. On the subject of the increased emigration, which is in progress this year, the CHAIRMAN stated, that he and one of the board had recently attended an official interview at the Government departments connected with emigration, when the question was asked by the commissioners, what amount of road-work this company were prepared to undertake in the present season, for the purpose chiefly of employing emigrants from Ireland?—to which they had replied that, although this company might not be unwilling to expend more capital, if profit could be calculated upon, yet that their present roads, as to length of lines, were already beyond the demand for land purchase; that the company were occupied every season in improving their roads, but did not at present mean to extend them; and that, with reference to the employment of emigrant labourers, the company found it better for all parties to address itself rather to small farmers, and others possessed of skill and intelligence, who, on going out, and settling on their lands, could always procure and employ labourers, if they required them. (Hear, hear.)

Mr. HANKEY asked, whether the directors contemplated making any further call on the stock, or whether they relied on larger receipts at Stanley, in order to prevent it?—The CHAIRMAN replied, in the words of the report, that the directors did not think a call necessary with the present year; they considered, however, that some call must be made in 1848, in order to cover a loan of 1000l., which has been for some time outstanding, and the small deficiency for this year, alluded to in the report; that the directors could not pledge themselves on the subject, except so far as to repeat, that they would continue to exercise all practicable economy, and that, under all circumstances, they anticipated that a very moderate call would suffice. (Hear, hear.)—Mr. HANKEY inquired, whether many applications had been received at the office this season from parties desirous to emigrate?—The CHAIRMAN stated, that the applications this year were fully double those of last year, and many of them were apparently from persons of substance and respectability.

A PROPRIETOR thought that the aspect of their affairs was, on the whole, favourable.—The CHAIRMAN said, that although it could not be said that the company was yet in a state of prosperity, still their affairs were, on the whole, in an improved state; that they still possessed a large estate (540,000 acres), lying in the nearest colony to the mother country; that their settlements were annually increasing, although no doubt not rapidly hitherto; that the price charged for their land was not more than 5s. an acre; and, that in order to encourage persons of industry and intelligence (provided they possessed small means to enable themselves to provide against the first year's wants on settlements), the company had divided their very moderate purchase-money into instalments, spread over 10 to 12 years—so that all the payments after the first, might with industry on the part of the settler, be most easily paid out of the abundant surplus produce raised on his farm. The CHAIRMAN thought that every proprietor, including the directors (who were themselves large stockholders), were entitled to great credit for their patience and general unanimity from the commencement, and he stated his own confidence, that considering the many favourable points in their case, amongst which must be reckoned the pressure of population here, and the desire for emigration, that the patience of the stockholders would be rewarded before long by a more rapid increase of settlement, and consequently, of cash receipts for sales of land. (Hear, hear.)

The Earl of MOUNTCASSELL drew attention to the report of the British American Land Company, in which they showed a considerable increase of revenue. This arose principally from the directors having had their timber cut down, and prepared into railway sleepers, which they sent over for disposal in this country. He was told that they had done so to a considerable extent, and that it had turned out a good speculation. (Hear, hear.) Was it not possible for the directors to adopt some measures, to afford the same advantage to the stockholders of the New Brunswick and Nova Scotia Land Company?—Mr. SMITH (a director) said, he had called the attention of his colleagues to the subject of railway sleepers, and he believed at this moment a sample of their timber was on the way to this country, to see how far it was applicable. (Hear, hear.) Mr. HALLETT

(director) felt much obliged to the noble lord for drawing attention to the subject. (Hear, hear.)

Mr. PINNEY would be very sorry to see this company engage in any commercial speculation, neither could they do so, without causing anxiety to the proprietors; they might induce others to engage in such a speculation. (Hear, hear.)—The CHAIRMAN observed, that they did so; they gave every information of the value of their timber, as well as the other advantages of the lands. He agreed with Mr. Pinney, that public companies were very bad traders. (Hear, hear.) Besides, to engage in it, it would require them to appoint agents, and erect mills and machinery.

The Earl of MOUNTCASSELL thought still, that some facilities might be offered to induce people to take the lands for that purpose, which would be increasing the number of settlers, and, at the same time, improving the lands of the company. (Hear, hear.)—The CHAIRMAN said, the directors would not lose sight of the recommendation.

After some further discussion, the report and accounts were adopted unanimously, and ordered to be circulated amongst the proprietors. Shares to the extent of 1500l., of which the calls had been in arrears for some years, were forfeited.

The following directors were then elected unanimously—viz.: Richard Godson, Esq., M.P.; John Moxon, Thomas P. L. Hallett, S. E. Magan, J. W. Ogle, and Thomas Potts, Esq.; and also Edward Stewart, Esq., an auditor.—The usual vote of thanks was passed to the chairman and directors, when the meeting adjourned.

BRITISH COLONIAL BANK AND LOAN COMPANY.—The sixth annual meeting of this company took place on Wednesday, at the office, in Moorgate-street.—JAMES STEWART, Esq., presided.—Mr. HOLLWAY, the manager, read the report as follows:—The directors have much pleasure in laying before the shareholders their sixth annual report. With the reviving prosperity of the colony of New South Wales, the prospects of the company have improved. The directors have succeeded in making terms favourable to the company, with the shareholders to whom debentures were granted, under which shares to the extent of 18,200l. have been cancelled; as the result of which transaction they have been enabled to write off 8550l., in part liquidation of the preliminary expenses. A further amount of shares, to the extent of 12,350l., has also been surrendered to the company and cancelled—making a total of 30,550l. stock. On the other hand, loans to the extent of 14,101l. 5s. 11d. have been paid off or extinguished. From the money arising from the loans and the seventh call (which has been most punctually paid) the liabilities have been reduced in the last year, to the extent of 10,300l., of which 5000l. have been paid since the last general meeting; and the remaining liabilities of the company are in a train of liquidation. The following directors, according to the deed of settlement, retire from the direction, but, being eligible, hereby offer themselves for re-election—viz.: J. Stewart, Esq., Sir J. de C. Laffan, Bart., and the Rev. J. H. Hinton. The profits of the company will, in the opinion of the directors, justify the declaration of a small dividend. The report was, after some discussion, adopted, and a dividend, at the rate of 2 per cent. per annum, was declared on all the colonial shares, and on the 6 calls paid up on the British shares, and on the seventh call from the day of payment. After a vote of thanks to the directors, the meeting adjourned.

WEST LONDON RAILWAY.—The half-yearly meeting of this company took place yesterday, at the London Tavern.—Mr. GROUNDS took the chair.—The report was unsatisfactory.—To the memorial of the directors, for the completion of the agreement on the part of the Great Western and London and Birmingham, these great companies expressed a wish that it should be postponed till the further opening of the line was made by the Thames. This delay led to a deal of angry discussion, in which the terms "dishonest and evasive" were attributed to these companies, more particularly the Great Western; and threats of legal means were held out by several who did not mind subscribing the money necessary to obtain the fulfilment of the agreement by the companies to which this concern is leased.—The report was adopted unanimously, and every confidence was expressed in the directors of this company, who were urged to remonstrate again with the Great Western and Birmingham Companies.

BRISTOL AND EXETER RAILWAY.—A special general meeting of proprietors was held at the White Lion Hotel, Bristol, on Thursday last.—J. W. DILLER, Esq., in the chair.—The meeting was held to empower the directors to follow up the bills before Parliament. The Chairman delivered an inaugural speech, it being his first appearance in the character of director. The bills were unanimously sanctioned. The draft of an agreement, which the directors had provisionally entered into with the directors of the Exeter and Crediton, for the purchase or lease of that line, was submitted for the sanction of the meeting. Mr. C. B. TRIPP explained that some delay having taken place after the adjustment of this agreement, in order to fix the premium at which shareholders of the Exeter and Crediton declined to take shares in the Bristol and Exeter, might be paid, the South Western and Taw Vale had gone into the market, bought up the shares of the former, changed the proprietary, and repudiated the agreement. The directors of the Bristol and Exeter trusted to a Parliamentary committee to do them justice, and they asked the sanction of the shareholders to the agreement, in order that they might be in a condition to follow up their claims. The desired authority was given.

MADRID AND VALENCIA RAILWAY.—On Thursday, the committee of investigation, as to the responsibility of the shareholders, met at the London Tavern.—D. W. HARVEY, Esq., in the chair.—Mr. WIRE read the opinions of the Attorney General, Mr. Lush, Mr. Walford, and Mr. Bethell, which were consonant as to the illegality of the acts of the directors, and the right of the shareholders to record their deposits.—The opinions were received with much approbation.—Two gentlemen, who were opposed to the re-appointment of the committee, proposed that the meeting should adjourn for a month, to consider the report—but, on inquiry, it was found that they had not paid the shilling per share, like the other shareholders; the consequence of which was, they were all but ejected *vi et armis*, as interlopers.—Several shareholders remarked, that these persons had been sent in by the directors, and that one of them was Mr. Hawkins, who moved that the poll be taken at the directors' meeting.—After the confusion had subsided, the report of the committee was adopted unanimously, and the committee was reappointed, to protect the interest of the shareholders who had paid the subscription.—Mr. LINDO (one of the committee) said, out of the shilling paid, the expenses had only been 3d. per share. (Applause.) The CHAIRMAN was extremely happy, that four such eminent opinions were so harmonious as to the rights of the shareholders to their deposits. He had no doubt, that by vigorous measures, and the expenditure of about 500l. more, they would triumph over the directors, and get back their deposits. (Applause.)—A vote of thanks was passed to the committee, amidst signs of approbation, and the meeting adjourned.

A RAILWAY UNDERMINED.—A letter from Orleans states that it is now ascertained beyond doubt that a portion of the ground under, and in the neighbourhood of, the above line is undermined by tunnels formed by nature. The first suspicion of the existence of these subterranean passages was created towards the end of last year, when nearly 1600 metres of earth on the railway works were swallowed up by the opening of a chasm. Since then the engineers have been engaged in boring the soil, and the result is, that many of these tunnels have been found. It is suspected by the engineers that the cavities have been formed by currents of water communicating with the Loire and the Loire. Government engineers have been sent to examine the ground, and to report the result of their observations.

RAILWAY STATISTICS.—United Kingdom, 10,323 miles; America, 5800; Germany, 1570; Holland, 200; Belgium, 1095; France, 2200; Italy, 115; Denmark, 109; Cuba, 800; Russia, 52; British Colonies, 1000; East India, 500; total length, 21,761 miles. In 1824, the first locomotive constructed travelled at the rate of 6 miles per hour; in 1829, the *Rocket* travelled at the rate of 15 miles per hour; in 1835, the *Fire Fly* attained a speed of 30 miles an hour; in 1839, the *North Star* moved with a velocity of 37 miles an hour, and at the present moment locomotives have attained a speed of 70 miles per hour. During the same period, the quantity of fuel required for generating steam had been diminished five-sixths—that is, six tons of coal were formerly consumed for one at the present moment, and other expenses are diminished in a corresponding ratio.—*Tuck's Railway Shareholders' Manual.*

THE "GREAT WESTERN" STEAM-SHIP.—The *Great Western* steam-ship was, on Thursday last, in accordance with public advertisement, put up to auction at the company's offices, Bristol. The company was by no means numerous, and the auctioneer, Mr. Fergus, in offering the ship for sale, said that she had been built nine years ago, and, having been recently overhauled by one of Lloyd's principal surveyors, her timbers had been found to be in as good condition as they were the first day she sailed. She had cost 58,000l., and her furniture and other articles, which were to be sold with her, cost (with the exception of her silver plate, and which was not to be sold) 9000l., so that her entire cost had been about 67,000l. The *Great Western* was of 500-horse-power, and 1700 tons burden. Her poop-deck was 100 ft. long, and her spar-deck was about the same length; her total length being 240 ft. She had a most magnificent saloon, and her dining-room was 80 ft. long, with a smoking-room at the end 24 ft. in length. She had 126 berths, was capable of making up beds, and had made up beds for 140 passengers, and she was 37 ft. 6 in. beam. She was justly celebrated as being the first steam-ship that had ever crossed the Atlantic from the English shores (the *Sirius* having sailed from Ireland); since which time she had made 90 successful voyages, one of which was the shortest upon record. The auctioneer then stated the conditions of sale, among which was one that the auctioneer should be allowed to bid once for the vendors. The bidding was then commenced, but only 20,000l. having been bid for her, the auctioneer was about to bid 25,000l., and had begun to do so, when he was stopped by Mr. Knapp, one of the solicitors of the company, who said that the reserve price had better not be stated, and the vessel was withdrawn. It was, however, generally conjectured in the room, that 25,000l. was the amount of the reserve which had been fixed upon.

PATENT METAL-CORED RAILWAY SLEEPER COMPANY.

Capital £100,000, in 10,000 shares, of £10 each.—Deposit 1s. per share, as limited by 1 and 2 Vic., cap. 110, to be made up to £1 per share on complete registration.
Not less than Three Months interval for future Calls.

PROVINCIAL DIRECTORS.
JOHN BRATHWAITE, Esq., C.E., 30, Bedford-square.
JOHN FULFORD OWEN, Esq., Ridgway Oaks, Enfield.
CHRISTOPHER R. READ, Esq., Holyport, Berkshire.
HENRY WRENCH, Esq., Priory Old Windsor.
(With power to add to their number.)

TRUSTEES.
FREDERICK MILDRED, Esq. JOHN WALLER, Esq. HENRY WRENCH, Esq.
BANKERS—Messrs. Masterman, Peters, Mildred, Masterman, and Co.
SOLICITORS—Messrs. Tustin & Barlow, Bridge-street, Blackfriars.

STANDING COUNCIL—Charles Stewart Drewry, Esq.

SUPERINTENDENT—Joseph Oral, Esq.

PROSPECTUS.

It is remarkable that while great improvements have year after year been made in locomotive engines, the construction of the road upon which these engines are to run has remained without any improvement since the time when the Liverpool and Manchester Railway was made. The great improvements which have been introduced into locomotive engines have now, however, rendered it absolutely necessary for engineers to turn their attention to the best means of improving the construction of what is called the "permanent way" of railways.

With a view to such object, this company has been projected, for the purpose of introducing a new kind of railway sleeper, which has been patented, and which embraces many advantages, besides those of economy and unlimited durability. They have been tested on the London and North-Western (London and Birmingham) for the last 10 months, and for which line a further quantity are in course of manufacture.

Prospectuses, setting forth many of such advantages, and forms of application for shares, may be had at the offices of the company, 1, Guildhall Chambers, Basinghall-street, where specimens of the sleepers may also be inspected.

PATENT METAL-CORED RAILWAY SLEEPER COMPANY.—Notice is hereby given, that NO FURTHER APPLICATIONS FOR SHARES will be RECEIVED after the 16th inst.

1, Guildhall Chambers, Basinghall-street, March 4, 1847.

AYRSHIRE MALLEABLE IRON COMPANY.

DIRECTORS.
CHAIRMAN—JOHN HAMILTON, Esq., of Dunfries.
WILLIAM GIBB, Esq., merchant, Glasgow.
ALEXANDER ALISON, Esq., of Pitcon.
THOMAS BIGGART, Esq., Dairy.
JAMES MILLER, Esq., iron merchant, Ayr.

The directors beg to announce, that they have succeeded in effecting an AMALGAMATION with the BLAIR IRON COMPANY, whose works, for the making of pig-iron, have been in operation for some time, and have thus secured an abundant supply of the most ironstone and coal, which, with other privileges acquired by this arrangement, cannot fail to give the joint company advantages possessed by no other similar work in Scotland. The business of the company will henceforth be carried on under the firm of the AYRSHIRE IRON COMPANY.

and the new works will be proceeded with as soon as possible.

The directors further announce, that they have made a CALL of ONE POUND TEN SHILLINGS per share on the stock of the company, which will require to be PAID into the account of the Ayrshire Iron Company with the Western and British Linen Banks, not later than the 15th March next; and interest, at the rate of 5 per cent., will be charged on all calls not paid up by said date; and the directors reserve the right to forfeit any shares on which, after due intimation, the calls may not be paid.

The directors having it now in their power to allow their shareholders to participate in the profits of one branch of the iron trade, hereby intimate, that they will pay a dividend at Martinmas first, at the rate of 10 per cent. per annum, on the deposits and calls from date of payment; and all shareholders, in addition to the above call, have the privilege of paying up the full amount of £10 per share, or such part thereof as they may find convenient—which payments will also bear interest at the rate of 10 per cent. per annum as aforesaid.

By order of the directors, JOHN HAMILTON, Chairman.
Ayrshire Iron Company's Office,
113, Vincent-street, Glasgow, Feb. 22, 1847.

COOMBE VALLEY SLATE COMPANY.

Capital £5000, in 1000 shares, of £5 each.—Deposit £1 per share.
CONDUCTED ON THE COST-BOOK SYSTEM.

OFFICE, No. 5, WHITEFRIARS-STREET, FLEET-STREET, LONDON.
The proprietors of this extensive undertaking having, after several months of persevering industry, now opened a large piece of rock, and sunk to a sufficient depth to prove its quality, take this opportunity of presenting to the public (free from any risk) a participation of its advantages, and in the several proportions as above-described.

The quarry was commenced, and will be conducted, by a party of practical men (merchants and traders), whose object it is to carry it out on a principle never yet attempted by any other company. The resources they have of turning every thing into immediate account, which, by means of improved machinery, they are enabled to do to the greatest advantage; inasmuch that what is in most quarries called waste, will, in this be made marketable. They have now on hand orders for thousands of tons of slate, of every description, waiting to be supplied, which, when executed, will be turned into ready cash. There will be no expensive offices to keep up, as all the agents will be remunerated by a responsible commission, at a per centage. The strictest economy will be observed, and all the accounts open, at all times, to the inspection of the shareholders. The quarry is situated in the parish of St. Giles, in the county of Cornwall, one mile from the shipping port of Cradington, on the Bristol Channel, and consists of about 7 acres of land, all one entire bed of fine blue slate, 6 feet below the surface. A river runs through the estate, that will be made available for driving the machinery. The lease is granted for a term of 21 years, at the nominal rent of £10 per annum, with no royalty.

The management of the company will be vested in the hands of three trustees, and 13 committee men—the whole of them connected, more or less, with the sale or manufacture of slate.

Detailed estimates, carefully prepared, from actual experience, with sectional drawings of the seat and present workings, have been made, which, with specimens of the slate, may be seen at the office of the company, where prospectuses, and every information, can be obtained.—Application for shares, in the usual way, may be made to Mr. James Lane, mining share agent, 75, Old Broad-street, City, London; Mr. T. Sanford, Exeter; Messrs. Toth and Luscombe, Plymouth; Mr. T. Carpenter, Callington; Mr. J. Huxham, Launceston; and of Mr. C. S. Richardson, secretary, at the office of the company.

BY HER MAJESTY'S LETTERS PATENT.

BRUNTON'S ORE-DRESSING FRAME—These FRAMES, for DRESSING TIN, COPPER, and OTHER MINERALS, having been in use, and given satisfaction, on several mines, during the last two years, the PATENTEE begs to call the attention of all Adventurers and Mine Agents to the great advantages, both as regards economy of labour and the great increase of mineral obtained by their adoption, as THE FOLLOWING TESTIMONIALS WILL CERTIFY:

Two of Mr. Brunton's Frames have been at work at Wheel Gray Mine about six weeks. From the reports of the agents, as well as from personal observation, we have reason to believe, that, by the use of these Frames, there will not only be a great saving of labour, but that the work will be done better than by the common frames.

THOMAS BOLITHO & SONS.

Ward House, Beer, near Tavistock, Nov. 10, 1846.

MY DEAR SIR,—I have much pleasure in bearing testimony to the utility of your Patent Frames, which I look upon as one of the greatest improvements in tin dressing particularly; and have no doubt of their answering for returning lead and copper, where the ore is obliged to be reduced to a small size. The frames answer well at Tincroft Mines; and I am desirous (as the enclosed order will show) to introduce them at our other tin mines, and the Tamar-head Silver Mines.

Yours very truly,
Mr. Wm. Brunton, Jun.

Cook's Kitchen Mine, Nov. 19, 1846.

SIR,—We have had your Patent Frames working in this mine for the last 18 months, during which time I have had them severely tested; and am happy to inform you, that I have found them, in every way, superior to the old method of dressing; and I am convinced, that it is to the interest of mines in general to use them.—I am anxious to have the last four I ordered erected as soon as possible. I am, Sir, your obedient servant,
Mr. Wm. Brunton, Jun.

JOSEPH VIVIAN.

St. Ives Consols, Dec. 7, 1846.

DEAR SIR,—Your Patent Frames have been working in this mine for 18 months, and I am happy to bear my unbiased testimony to their utility. They are a very great improvement in tin dressing, on the old method; and I am convinced, if your Frames were in general use in this county, the saving in labour would be considerable, and an increase of mineral obtained in the first process.

I am, dear Sir, yours respectfully,
Mr. Wm. Brunton, Jun.

RICHARD KERNICK.

Dirch Tor Mines, Dec. 3, 1846.

MY DEAR SIR,—Your Frames having been at work for the last four months on this mine, I have much pleasure in bearing testimony to their utility in tin dressing. We find them very superior to any thing else now in use, both as regards dispatch and cheapness; and we also find the tin cleaned by them to be of a much higher produce. I have also tried copper slimes on them, and find they are equally as beneficial in dressing these ores as they are in the dressing of tin.

Yours very truly,
Mr. Wm. Brunton, Jun.

NICHOLS VIVIAN, Jun.

Corn Brea Mines.

WE, the undersigned, have great pleasure in testifying to having used Mr. Brunton's Patent Frames on these mines for the last eight months; and also to the great saving effected by them in the dressing of our tin ores.

NICHOLS VIVIAN, Jun.

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NICHOLS VIVIAN, Jun.

DUFFRYN LLYNVI AND PORTHCAWL RAILWAY.

WE, the undersigned, being five of the proprietors of the Duffryn Llynvi and Porthcawl Railway Company, each of whom is possessed of, or entitled unto, five shares, of £100, at the least, in the said undertaking, do hereby direct you to call a Special General Meeting of the said company, to consider, and if approved of, to confirm, a provisional arrangement made with the Llynvi Valley Railway Company, for the amalgamation of the two companies, on the basis of the agreement entered into in the committee room of the House of Lords, on the 24th day of July, 1846; and, in furtherance thereof, to approve of a Bill now in Parliament (which will be produced to the meeting) for the amalgamation of the two companies, and of a deed (also to be produced to the meeting) for providing for the interim management of the affairs of the company, until the new works to be made by the Llynvi Valley Railway Company are completed, and for the appropriation of the revenues of the company during that interval; and, also, if the said Bill and Deed shall be approved of, to authorize further proceedings for the passing of the former, and to place the common seal of the company in the latter, in order that the same may be exchanged for a duplicate thereof, under the common seal of the Llynvi Valley Railway Company.—The said Special General Meeting to be held at the White Lion Inn, Bristol, on Wednesday, the 17th day of March inst., at Two o'clock p.m.—Dated this 1st day of March, 1847.

(Signed) ROBERT PRICE, JOHN HALCOMBE, W. H. BUCKLAND, JOSEPH RUSHER, M. P. SMITH.

To Mr. W. S. Bradley, Clerk to the said Company.

In obedience to the foregoing Regulation, Notice is hereby given, that the said SPECIAL GENERAL MEETING will be HELD at the White Lion Inn, at Bristol, on Wednesday, the 17th day of March inst., at Two o'clock in the afternoon, for the purposes thereof.

W. S. BRADLEY, Clerk.

Porthcawl, March 2, 1847.

PNEUMATIC ENGINE AND SAFETY RAILWAY CARRIAGE COMPANY.

UNDER ROYAL LETTERS PATENT.

Capital £200,000, in 50,000 shares, of £10 each.—Deposit 5s. per share.

The first call will not exceed 10s. per share.

The object of this company is to introduce a new system of propulsion, in which all the necessary motive-power is required, by the substitution of a new means of power, derived from the atmosphere alone, without the use of lineal tubes, stationary engines, or local machinery of any kind.

Prospectuses, with full details, will be ready in a few days, and may be obtained of Messrs. Wm. Barry and Co., 7, Birch-lane, Cornhill, and Messrs. Lamond and Co., Hall of Commerce, by whom applications for shares will be received in London.

ELECTRO-MAGNETIC TELEGRAPH—GAMBLE AND NOTT'S PATENT.

PATRONISED BY H. R. H. PRINCE ALBERT, DUKE OF THE ADMIRALTY, &c.

The PATENTEEs beg to inform all RAILWAY COMPANIES, that they are ready to TREAT with them for the ERECTION of the TELEGRAPH, on any length of railway, on the most reasonable terms.—This instrument, from its simplicity of construction and certainty of action, is, after the most severe test, proved to be the most useful and efficient instrument of the kind ever yet invented, as reported on by Dr. Faraday, Capt. Brindley, Professor Brande, Dr. Bachoffner, &c., and, in fact, all the science of the country.—It may be seen in daily operation on the London and North-Western Railway, where it is in practical use, between Blisworth and Northampton stations; also, at the Telegraph Office, 2, Royal Exchange-buildings, where all particulars may be obtained, and the report seen.

ELECTRO-TELEGRAPHIC CONVERTER.—As Inventors

and Patentees of a far more PERFECT and EFFECTIVE TELEGRAPH than any that has hitherto been conceived, for which Her Majesty's Royal Letters Patent have been granted to us, we respectfully invite attention to its peculiar applicability, not only to Railways, but likewise to Docks, Mines, and other extensive public works—manned even private establishments. With the merits, and with the defects, of the various apparatus hitherto employed for telegraphic purposes, we are perfectly conversant; and we have no hesitation in asserting, that when the extraordinary advantages of our discovery shall be fully made known, this patent will be universally preferred to every other system.

Complete as our plan at this moment is, and matured as are our arrangements for bringing it into practice, certain legal forms, as well as the dictates of prudence, will for some time longer, delay its development; and our object, in the present intimation, merely to suggest to the directors of railways, mining companies, and others, the expediency of their sanctioning any particular telegraphic scheme, until made acquainted with the nature and extent of our patent improvements.

DRETT & LITTLE.
140, Holborn-hors, March 3, 1847.

THE GUTTA PERCHA COMPANY invite the attention of

Engineers, Machinists, Millwrights, &c., to the PATENT GUTTA PERCHA DRIVING BANDS, which possess the valuable properties of great durability and strength, permanent elasticity and uniformity of substance and thickness—thus avoiding all the irregularity of motion, occasioned by pieces and inequality of thickness in leather straps. They are not affected by oil, grease, acids, alkalis, water, &c.; and possess extraordinary facilities for being joined, and hung their work in a remarkable manner; can be had of any width, substance, or length, without joints.

The company continue to receive most satisfactory testimonials of the superior quality of these Bands, which can be seen at the company's WORKS, WHARF-ROAD, CITY-ROAD, where all orders will receive immediate attention.

London, March 3, 1847. E. GRANVILLE, Manager.

GREAVES'S BLUE LIAS LIME AND CEMENT.

ENGINEERS, ARCHITECTS, CONTRACTORS, &c., are respectfully informed,

that the ABOVE ARTICLES can be SUPPLIED by the following AGENTS—viz.:

Messrs. RUTTY and VEESEY, 3, South Wharf, Paddington.
Mr. J. THOMPSON, Back King-street, Manchester.
Mr. T. WYLLIE, 56, Gloucester-street, Liverpool.
Mr. J. HARRISON, Linen Hall-street, Chester.
Mr. J. BONEHILL, Broad-street, Birmingham.
Mr. E. CRYER, Canal Wharf, Oxford.

Or, by R. GREAVES'S BOYS, direct from the WORKS, at SOUTHAM, Warwickshire.

N.B.—GROUND LIAS LIME FOR CONCRETE.

Office, Stratford-on-Avon.

THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDIENT MODE of effecting this very hazardous operation. From many testimonials to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVEY, Exeter, Cornwall.

TO RAILWAY COMPANIES, CONTRACTORS, AND OTHERS,

requiring RAILWAY AXLES, WHEELS, and IRONWORK for CARRIAGES, &c.; also IRON and STRAINED WIRE FENCES, may be SUPPLIED by

MR. EDWARD HILL,

OF BRIERLEY HILL IRON-WORKS, NEAR DUDLEY,

who will give the BEST PRICES for OLD AXLES, and any description of SCRAP IRON.

IMPORTANT TO ENGINEERS, MANUFACTURERS, RAILWAY AND STEAM-BOAT COMPANIES.

Messrs. W. & C. MATHER beg to call the attention of the ABOVE PARTIES to their

IMPROVED PATENT ELASTIC METALLIC PISTONS.

The PRINCIPAL ADVANTAGES OF THIS IMPROVEMENT are:

1. Its GREAT ELASTICITY and SELF-ADJUSTING PROPERTIES, which enable it to yield to any inequality of the cylinder, whether oval or taper, and to move with the least possible friction.

2. Its extreme SIMPLICITY and LIGHTNESS, consisting of only two pieces of metal, having the vertical and lateral pressure in due and proper proportion, independent of each other.

3. It takes the LEAST possible SPACE, and is well adapted for air and water-pumps, as it allows of a larger water-way.

Messrs. W. & C. MATHER are confident that it is the BEST ELASTIC METALLIC PACKING yet known, for the above reasons.

Models may be seen at the Salford Iron-Works, Manchester; at W. Barker's, engineers, Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

TO ENGINEERS AND BOILER-MAKERS.

LAP-WELDED IRON TUBES FOR STEAM-BOILERS.

THE BIRMINGHAM PATENT IRON TUBE COMPANY.

43, CAMBRIDGE-STREET, BIRMINGHAM, & SMETHWICK, STAFFORDSHIRE.

MANUFACTURE TUBES under an exclusive license from Mr. Richard Prosser, the patentee. These tubes are now very extensively used in the boilers of marine and locomotive steam-engines in England and on the continent—are stronger, lighter, cheaper, and more durable than brass or copper tubes, and warranted not to open in the weld. They may be fixed in the boilers without ferrules, and can be taken out and refixed without additional trouble or expense.—Address, 43, Cambridge-street, Crescent, Birmingham.

LONDON WAREHOUSE,

68, UPPER THAMES-STREET.

TO ENGINEERS, BOILER-MAKERS, AND OTHERS.

LAP-WELDED IRON TUBES, FOR STEAM-BOILERS.

W. H. RICHARDSON, JUN., & CO., DARLSTON, STAFFORDSHIRE.

MANUFACTURE ALL DESCRIPTIONS OF WELDED WROUGHT-IRON TUBES, FOR STEAM, GAS, &c., of any required length and diameter, on the new and unequalled principle of Mr. J. Roane's recent invention (patented August, 1846).—Address as above.

STEAM COAL—WITHOUT SMOKE, as per experiments

made at Her Majesty's Dockyard, Woolwich.

CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)

OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shipbuilders, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial, the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

BIRMINGHAM AND OXFORD JUNCTION RAILWAY.

SECOND CALL OF FIVE POUNDS PER SHARE.

The directors having passed a resolution, requiring the shareholders to PAY a further CALL of FIVE POUNDS on each share held by them respectively, on the 19th day of April, 1847, Notice is hereby given, that the shareholders are required to PAY such CALL, on the day appointed, to one of the undersigned bankers; and, in default thereof, they will be charged with interest, at the rate of 5 per cent. per annum from that date, until the said call is actually paid.

The BIRMINGHAM BANKING COMPANY, } Birmingham.

Messrs. ATTWOODS, SPOONER, & Co., }

OR AT THEIR LONDON AGENTS: Messrs. JONES LOYD & CO., for the Birmingham Banking Company.

Messrs. SPOONER, ATTWOOD, & Co., for Messrs. Attwoods & Co.; and at Messrs. MOSS & CO.'s Liverpool, for the Birmingham Banking Company.

A circular will be sent to each shareholder, which must be deposited at the bankers when the call is paid.

By order of the board of directors, JOHN WILLIAM KIRSHAW, Secretary.

34, Bennett's-hill, Birmingham, Feb. 27, 1847.

BIRMINGHAM AND OXFORD JUNCTION RAILWAY.

TO THE DIRECTORS.

WE, the undersigned, being shareholders in the Birmingham and Oxford Junction Railway Company, holding, in the aggregate, more than 5000 shares (that is to say, more than 1-10th part of the capital), therein do, by this writing, under our hands, require you forthwith to call an extraordinary general meeting of the shareholders of the said company for the following objects or purposes—that is to say, for the purpose of considering the propriety of, and if so determined, for the purpose of taking the necessary steps at such meeting for increasing the number of the directors of the said company, by the election, if so thought fit, of six new directors, in addition to the existing directors of the said company; and if so thought fit, of proceeding, at such meeting, to elect such new directors accordingly; and in case of such election, of determining the order of rotation in which such new directors shall go out of office, and what number shall be a quorum at meetings of the directors of the said company; and also for the purpose of considering the propriety of a bill, entitled, "A proposed Bill for uniting the Birmingham and Oxford Junction Railway Company, and the Birmingham, Wolverhampton, and Dudley Railway Company, into one company; and for authorizing the sale of the Birmingham, Wolverhampton, and Dudley Railway, and other new works, to the Great Western Railway Company," deposited in the month of December last, in the Private Bill Office of the House of Commons, and of considering and determining upon the propriety of introducing into Parliament, or of proceeding with or withdrawing the said Bill; and, if thought fit, of taking such steps for proceeding with or withdrawing the said Bill—and passing such resolutions, and giving such instructions to the directors of the said Birmingham and Oxford Junction Railway, touching any sale or other disposition of the Birmingham and Oxford Junction Railway, or for the effecting any of the above-mentioned purposes, as the said meeting may think expedient.—Witness our hands, this 22nd day of January, 1847.

E. J. MOZLEY, Liverpool.

CHAS. MOZLEY, Liverpool.

C. H. JONES, Liverpool.

ELEANOR JOSEPH, Liverpool.

ELIZABETH JOSEPH, Liverpool.

SARAH JOSEPH, Liverpool.

WM. REYNOLDS, Jun., Liverpool.

THOS. GOODIER, Liverpool.

P. HITCHCOUGH, Liverpool.

R. J. KING, Liverpool.

THOS. KINNESELEY, Liverpool.

J. J. FAREEN, Yardley, Worcestershire.

J. STUBBS, Liverpool.

E. T. GREAVES, Birmingham.

G. E. MARSDEN, Manchester.

E. LICHFIELD, Liverpool.